



High Desert Corvette Club

Newsletter January 2024

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President's Ponderings

Greetings Club Members:

Happy New Year! I hope everyone had a great Christmas. A funny thing about time, the older you get the quicker it seems to go. The year 2023 was no exception as it seemed to fly by. The club is gearing up for another exciting year, full of driving events, the COHD, and lots of fun socials. We only have five months to go before we can pull the covers off the cars.

To kick off the new year, our next business meeting is on January 10th at Laurie's Grill (415 NE 3rd St). The social starts at 6:00 pm and dinner is at 7:00. We will be voting on the by-law changes submitted by the Executive Board. For those that have not been to a business meeting, how about a new year's resolution to attend a few meetings or even all of them?

Plans are underway for our Year-End Banquet. I am looking at two dates, March 29th or the 30th, and I have been working with several businesses to secure a venue. I hope to have the date and location firmed up by the business meeting. We will be giving recognition to the hard-working volunteers who make this club fun. Door prizes will also be given out and those who have attended a business meeting this past year will be eligible for a special prize. More details to come later.

Nominations for club officers are now open. Nominations can be made at the January business meeting or by sending an email to HDCorvettes@gmail.com. It is a good idea, if you are planning on nominating someone please check with them first to see if they are willing.

Preparations for the 2024 Corvettes on the High Desert are going great. Please see our website for details of the event. COHD is our major fundraiser and we are still looking for a few more volunteers. Please contact Harry Bongers at hbongers@bendcable.com to learn how to be part of this fun event.

I hope to see you all at the next meeting.

Dave Schneider

HDCC President





Which is Better, Ceramic Coatings or Traditional Car Wax

Like all paint protection products, the purpose or goal of car wax and a ceramic coat are identical; to protect what's underneath. How they go about accomplishing this task is night and day. The formulation of each is completely different, and for the most part, the longevity or life expectancy of the [protective layer](#) with each is just as diverse.

Does a Ceramic Coating Replace Wax?

It is typically assumed that a nano ceramic coating is a replacement for traditional wax. Although a coating will last about 10 times longer than traditional carnauba wax, it's not necessarily a replacement. It is, however, a superior option for protecting the substrate or surface where it is applied.

Car wax is generally considered the entry level of paint protection products in the automotive world. The material itself can be infused in many different products including spray on wax, car wash shampoos and conditioners, and even synthetic wax that is added to factory paint sealants. When it is applied to the car's clear coat, it will bond on top of the surface, harden, and hold up against exposure to UV rays, light chemicals, road grime, and other contaminants. The expected longevity of automotive waxes can range from one month to a year.

The ceramic car coating industry starts with [ceramic coating spray](#) on products that act like a quartz or glass coating, but do not offer the same protective qualities or longevity as those that use nanotechnology. If you are searching for a longer lasting, higher shine producing, and more user-friendly paint protection option, then using a professional ceramic coating is a good replacement for traditional car wax or these new ceramic wax products that are made for extended protection on car paint.

Does Wax or Ceramic Coating Offer Better Paint Protection?

To answer this question honestly, it is important to get down to the basic scientific principles of how each one works to protect a vehicle's [paint job](#). The goal of any protection product is to block potentially harmful contaminants or natural elements that can damage the car's factory paint work. The longer the product lasts, and the harder the material is when it has been cured, will usually result in a superior paint protection product.

Natural carnauba wax is derived from a palm tree that originates from the Brazilian rain forests. This natural occurring wax is secreted through the leaves to protect the palm tree from aggressive UV exposure, but allows the tree to absorb life-giving sunlight. Through the years, scientists and automotive chemists have fine-tuned synthetic car wax substances that can replicate the same natural protective qualities, that last longer and are easier to apply.

When any type of wax is applied to a surface, it hardens on top, but does not penetrate the minor imperfections that are found with any porous material. Your average paint clear coat is comprised of multiple microscopic peaks and valleys on the car's paint that can only be seen with advanced microscopic technology. These imperfections are smaller than a human hair but must be filled with a product to truly protect it from exposure. The [traditional car wax](#) does not have this ability. As a result, it simply does not last if a product that can fill these imperfections to provide support and produce a stronger layer of protection.

Which Prevents Swirl Marks Better – Ceramic Coat or Car Wax?

A swirl mark or spider-webbing as it's often referred to in the detailing world, is caused by tiny particles on the surface of a vehicle that are rubbed into the top layer. If you do not have a protective coating on your vehicle of car wax or a [ceramic coating](#), the swirl marks will embed directly onto the topmost surface. On most cars and trucks made today that would be the clear coat of paint.



To avoid damage to the clearcoat, and inevitable paint correction that follows, most professional detailers recommend applying a paint protection product. Whether you choose automotive wax, synthetic paint sealant, or any of the multiple grades of ceramic coatings, the key to preventing swirl marks is the strength of that coating.

The strength and durability of natural or synthetic car waxes is exceedingly difficult to judge on a scale. A simple fact is it's a mystery how hard carnauba wax or synthetic wax is once it has cured. The main reason for that, at least what I would assume, is that it's exceedingly difficult to assign a hardness due to multiple variables including:

1. The amount of wax applied
2. The amount of wax removed once applied
3. The percentage of ingredients within the car wax
4. The condition of the paint surface prior to applying the wax

What's the Cost Difference Between Car Wax and Ceramic Coatings?

The average do-it-yourself car enthusiast can purchase a spray on wax or paste wax for about \$20.00 which will last about a year. The car owner will have to remove the old layers of carnauba wax before applying a new one at least every three months using special shampoos, a [clay bar](#), or other wax removal techniques. The other option is to have a professional detailer complete this service for you. When you add up everything the average cost for protecting your typical four door sedan is about \$100 per year

A professional grade ceramic coating offers multiple levels of protection and are customized with packages to fit every budget and consumer need. .

The professional grade ceramic coating is the only paint protection product besides a paint protection film that is supported with a warranty by the manufacturer. They last longer, produce better protective qualities, and simplify the process of cleaning your vehicle.

What's the Verdict – Car Wax versus Ceramic Coatings?

Talk to other car enthusiast and get their opinion. Some consider caring for your vehicle a chore, others view it is a passion. A do it your self person can purchase a ceramic coating for about \$100.00. To have it applied professionally costs between \$900.00 and \$1,500.00. The professionally applied ceramic coatings are warranted for 5 years in some cases but not sure what they are warranted against and how do you enforce a warranty as this would appear to be a subjective evaluation as to the condition of the coating.

One point of concern is how to remove the ceramic coating should you determine it needs to be replaced. Various levels of polish, such as the 3M three step polish might apply in this situation. Some say a "wet sanding " technique is the best way to remove the ceramic coating. (don't think I want to try that).

The bottom line answer as to which is best is whatever floats your boat. It is all a matter of preference , cost and effort in caring for your car's paint.

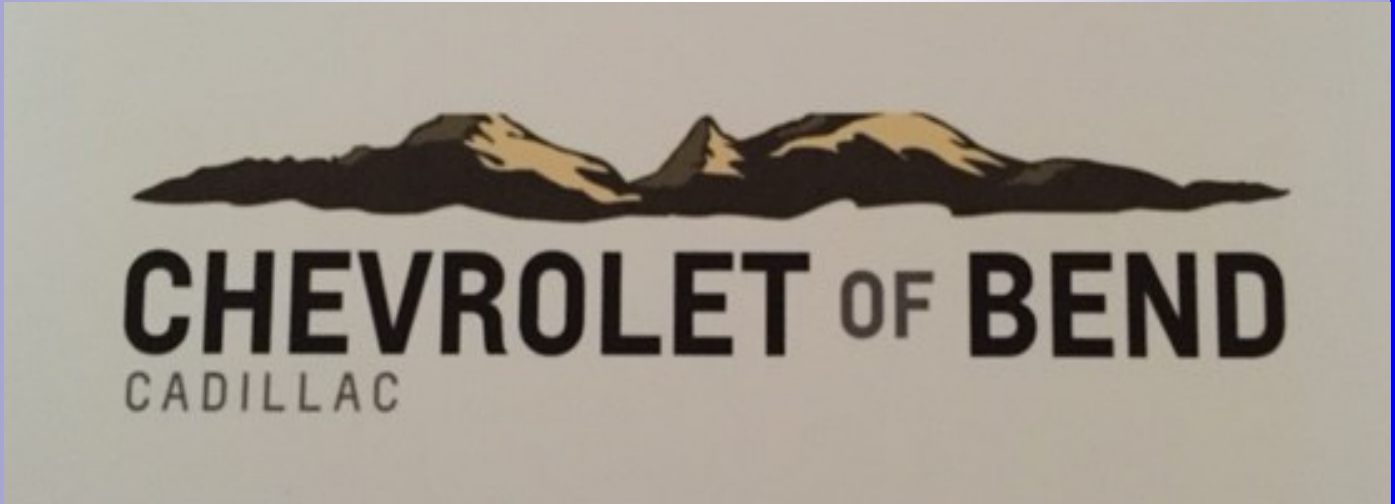


HDCC Christmas Party 2023





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January Birthdays

- 1/1 Mark Richards
- 1/2 Cathy Raaf
- 1/2 Greg Carter
- 1/2 Larry Raaf
- 1/7 Ken Kaster
- 1/8 Mark Thorsell
- 1/8 Rich Kerfoot
- 1/11 Debbie Scherrer
- 1/12 Janis Silence
- 1/12 Beverly Thorsell
- 1/15 David Roth
- 1/17 Delila Genter
- 1/19 Sam Davis
- 1/20 Rich Morton
- 1/23 Christine Welsch

The surest sign that intelligent life exists elsewhere in the universe is that they have never tried to contact us."

HDCC Events

- 5/18 Cascade Corvette Club/Kendall Motors Car Show
(more details forthcoming)
- 6/21-22 HDCC Retreat Wine Country Inn Jacksonville Fl
- 6/28-29 Corvettes on the High Desert
- 9/12-14 Corvettes on the Columbia

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On the lighter side.

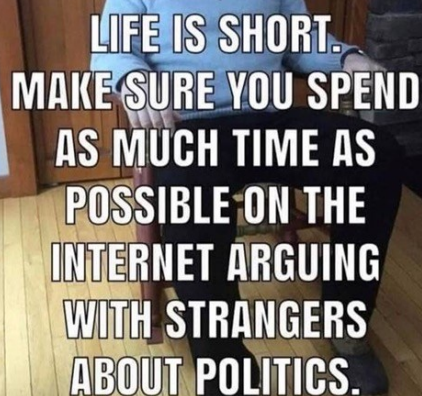


Skipped the gym today and put on a fitted sheet instead



1970 COST OF LIVING

New House:	\$23,450
Average Income:	\$9,400
New Car:	\$3,450
Minimum Wage:	\$2.10/hour
Movie Ticket:	\$1.55
Gasoline:	36 cents/gallon
Postage Stamp:	6 cents
Sugar:	39 cents/5 lbs
Milk:	62 cents/gallon
Coffee:	\$1.90/pound
Eggs:	59 cents/dozen
Bread:	25 cents



**LIFE IS SHORT.
MAKE SURE YOU SPEND
AS MUCH TIME AS
POSSIBLE ON THE
INTERNET ARGUING
WITH STRANGERS
ABOUT POLITICS.**



My First Corvette

Mike and Mary Zumwalt

We were going through some old boxes of stuff the other day and came across these photos along with an old newspaper clipping. The clipping and photos are from 1982. I purchased this 1963 roadster from a good friend of mine that summer and drove it for 1 year. The previous owner was a complete “gear head” and he rebuilt this car from the ground up. It was anything but stock and had WAY too much power for a 21 year old college kid. That said, it sure was a lot of fun to drive!!

Graduation day came in June of '83 and I was off to Houston, TX. to start my career. The '63 Vette was not the right vehicle to haul my limited belongings half way across the country. I sold the car for \$7,800 (I know, I know!!) and purchased a 1983 Honda Civic. It was the right thing to do at the time but as you can imagine, I've wanted another Corvette ever since.

That itch was finally scratched a couple of years ago when Mary said “quit talking about it and just do it already!” Once she gave me the green light, it took me about a day and a half to find our 2017 2LT Z51. It too is a lot of fun to drive but I have to admit, it has WAY too much power for a 62 year old man to handle!

The newspaper clipping was sent to me back in '82. My Grandparents retired in Sisters and Grandpa was constantly trying to find ways to entice me to come over the hill to see and stay with them. Well, Grandpa would be glad to know that 40 years later, we finally listened to him and joined the HDCC.

Continued next page,.



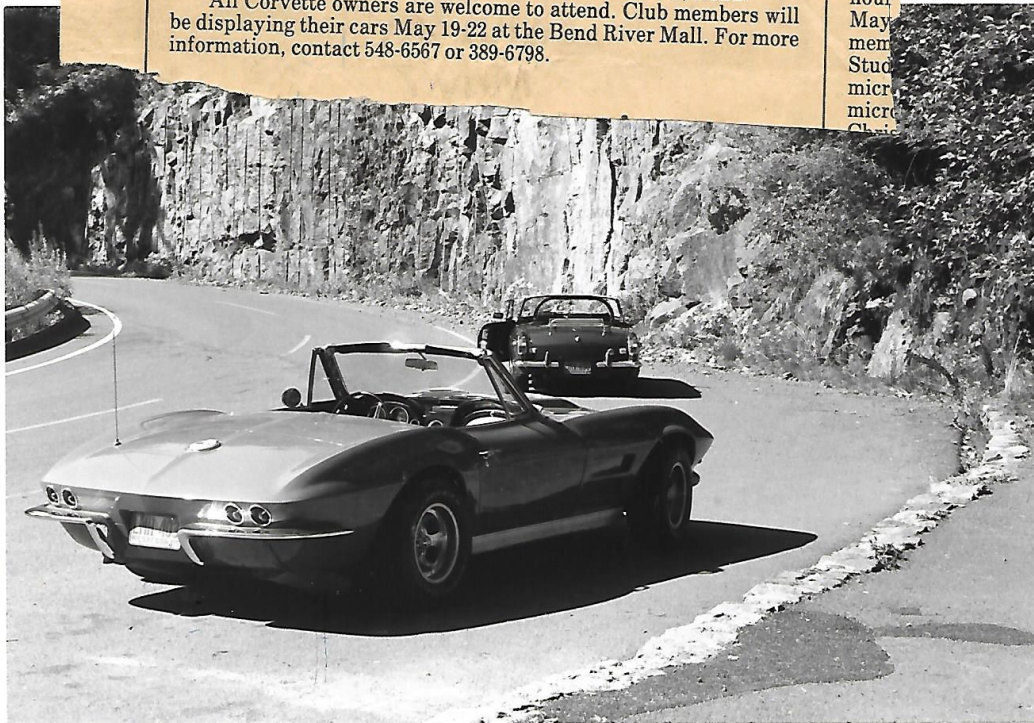
My First Corvette continued



WANT YOUR ROOM Corvette owners to meet

The Hi Desert Corvette Club will hold its monthly meeting at 7 p.m. today at Papandreas Pizza, 1900 N.E. Division St., Bend.
All Corvette owners are welcome to attend. Club members will be displaying their cars May 19-22 at the Bend River Mall. For more information, contact 548-6567 or 389-6798.

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Astro Vettes

In 1969 a General Motors dealer in Melbourne, Florida worked a deal where the three Apollo 12 astronauts could each lease a 1969 Corvette for \$1.00 per year for one year. The three astronauts were Richard Gooden, Pete Conrad and Alan Bean. As you might recall, Alan Bean recently passed away at age 86. They were to turn the cars back in after one year.

The three Astro Vettes were all identical. They were Riverside Gold with the addition of what they call wings which were painted black. Certainly one of a kind. As well, they all had 427 big block engines, which were rated at 390 HP at 5400 RPMs. It would do 0 to 60 MPH in 6 seconds.

In 1971 Danny Reed, a Corvette enthusiast found an Astro Vette on a used car lot in Austin, Texas. They were being sold on a closed bid basis. Reed looked up the retail price which was \$3,200.00 and added \$30.00 to the bid. Months later he was told he was out bid with a figure of \$13,000.00. Later he was called again and told that the winning bidder could not come up with the money and the Reed could have the car for his original bid.

There is no history on the other two Astro Vettes as having been registered and it is assumed that they have been destroyed. The estimated value of the only surviving Astro Vette is in the seven figure area.





Corvette Quiz

1. In what year did Corvette introduce the transaxle ?
2. What U.S. city has the highest per capita Corvette population in the World?
3. What was the official last year of the car Mako Shark?
4. What was the 1st year Corvette could be ordered with a big block engine?
5. What was the first year a V8 was available in a Corvette?
6. What was the size of the first big block in a Corvette?
7. What was the first year Corvette had roll-up windows?
8. In what year did Corvette have a 305 V8?
9. In what year was the 427 CU engine available?
10. In 1970 which was the fastest stock car?

Ford Cobra

Corvette

Buick GS

Plymouth Cuda

Answers

- | | | | |
|-------------------|-----------|---------|--------------|
| 1. 1997 | 4. 1965 | 7. 1956 | 10. Buick GS |
| 2. Sioux Falls SD | 5. 1955 | 8. 1980 | |
| 3. 1982 | 6. 396 Cu | 9. 1966 | |



Did Anyone Even Notice??

GM [unveiled its new corporate logo](#) in January of 2021, coinciding with the automaker's company-wide push to pursue new all-electric products and cutting-edge vehicle technologies. For some, the new General Motors logo is considered somewhat divisive, especially given its representation of GM's all-electric pursuits. Nevertheless, we want to know which logo you prefer – the new GM logo, or the old GM logo?

On December 4 2023 the results were:

87% preferred the old design

17% preferred the new design

Chevy Corvette, Corvette E-Ray Win Car And Driver 2024 10Best Award

First [breaking cover](#) for the 2020 model year, the [C8 Corvette](#) lineup continues to expand, with the 2024 model year [ushering in](#) the all-wheel-drive, hybrid-powered [Corvette E-Ray](#), joining the [C8 Corvette Z06](#) and [C8 Corvette Stingray](#) as the latest iteration of [Chevy's mid-engine](#) sports car. Now, the [C8 Corvette](#) Stingray and C8 Corvette E-Ray have been recognized by *Car and Driver* with a spot on the publication's 10Best for 2024 list.

The 10Best for 2024 list was selected with a comparison between new models (either all-new or significantly upgraded) and 10Best winners from the previous model year, with [Car and Driver](#) editors giving each competing vehicle an overall score between 1 and 100. The highest and lowest scores for each model were disregarded.

The selection criteria also includes a price limit of \$110,000, which means the C8 Corvette Z06, which now starts at \$114,395 (including DFC and gas guzzler tax), was exempt from consideration. Nevertheless, the publication's editors were smitten by the new C8 Corvette E-Ray, while the C8 Corvette Stingray continued to impress.

From [GM Authority](#)



Electric Corvette Could Debut In 2024



General Motors [remains committed to its goal](#) to transition its new light-duty vehicle lineup to [all-electric powertrains by 2035](#), despite indications that [customer demand for EVs](#) may not be as strong as originally anticipated. Of course, GM's eventual EV transition will also include the [Chevy Corvette](#), with rumors of an [all-electric Chevy Corvette](#) swirling for the past several years. Now, one publication is speculating that a new electric Corvette concept could debut as early as the 2024 calendar year

- According to a recent report from [MotorTrend](#), GM will unveil a new electric Corvette concept before the end of 2024. The publication goes on to say that the concept will be recognizable as a [C8](#), but will include design cues plucked from previous generations as well. The report also states that GM will use the concept as a barometer to gauge interest from younger buyers, as well as an opportunity to evolve the Corvette's styling.

The publication also says that if the long-rumored ICE [Corvette crossover](#) has indeed been given the green light, it may also be revealed as early as next year. This possible Corvette crossover is expected to retain the sports car-like performance associated with the nameplate in a manner similar to Porsche's SUV models

GM Authority has covered the electric Corvette story for quite some time now, reporting in August of 2022 that General Motors was [considering the development of a new Corvette EV](#) to rival models like the Porsche Taycan and Tesla Model S. Spy photos revealing [GM benchmarking the Porsche Taycan](#) would seem to provide further evidence of this.

Under the skin, we expect the electric Corvette to ride on the [GM BEV Prime platform](#) and incorporate next-generation [GM Ultium batteries](#) and [GM Ultium Drive](#) motors for motivation. Critically, *GM Authority* intel points to a later date than the *MotorTrend* report with regard to an electric Corvette debut, possibly launching for the 2026 calendar year. Additionally, *GM Authority* expects an [all-electric Corvette crossover or SUV model](#) to follow the launch of Corvette EV sedan.

From GM Authority

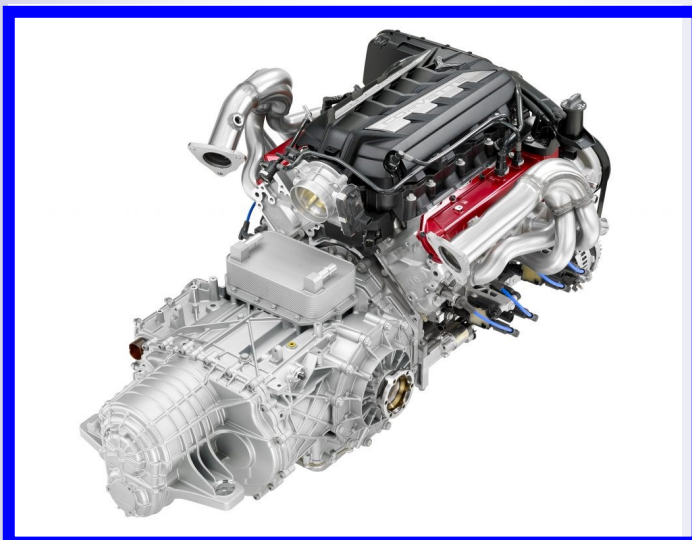


C8 Corvette Stingray Transmission Gets Case Design Update

The [C8 Corvette Stingray](#) made its big [debut](#) for the 2020 model year, ushering in a new [mid-engine](#) era for the iconic [Chevy](#) nameplate. Now, the [C8 Corvette](#) Stingray's MIL transmission is getting an update, and critically, will no longer require two extra quarts of transmission fluid for track use. The [C8 Corvette](#) Stingray transmission update was detailed in a recent post from [GM TechLink](#).

For those readers who may be unaware, all C8 Corvette Stingray models are equipped with the MIL eight-speed dual-clutch automatic transmission, which was co-developed with Tremec. According to [GM TechLink](#), the dual-clutch automatic is being updated toward the end of the 2023 model year, adopting a new Die 3 design. The new Die 3 design can be identified by the presence of four fasteners positioned along the front edge of the sump pan, while the previous Die 2 design incorporates six fasteners along the front edge of the sump pan. The Die 1 cases were originally produced with a stamped sump pan with rails, which were later replaced with the Die 2 cast pans. Service transmissions will begin to migrate to the updated Die 3 design and will consequently require additional parts for use with older model-year vehicles.

Critically, Z51-equipped C8 Corvette Stingray models with the Die 3 transmission cases will no longer require an additional two quarts of transmission fluid when taking the vehicle to the race track. It was previously recommended that owners add two quarts of transmission fluid when participating in a track day. It should also be noted that GM does not condone tracking MIL-equipped vehicles without the Z51 package.





C8 Duel Clutch Transmission

C8 Corvette owners should be aware that the DCT has a cannister filter that needs to be changed at 7500, 22500, 45000 and 67000 miles. I was not aware of this until Walt Santos pointed this out. Apparently there is notification of the DIC to tell you when to change the transmission fluid. I question this as the notification to change the oil is time sensitive so is this the same for transmission fluid? The cost of the transmission fluid and filter is very expensive but I wouldn't want to buy a new DCT either.

JB

Things Change

The receipt on the left is from the PMT when we stopped in McCloud, Ca. The price of a gallon of premium was \$6.69/gal. The receipt on the right is from 1977 in Kent, Wa, where the price was 59 cents per gallon. I don't know if that was premium or regular. Quite a difference to say the least. Not sure why I even have the old receipt. Does anyone remember the days when gas stations would give away glasses, dishes and silverware just to get your business? This happened prior to 1973 when fuel shortages started and we waited in long lines to fill up.

JB

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McCloud, CA

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Total = \$ 76.21

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