



High Desert Corvette Club

Newsletter February 2024

Officers and Volunteers

President—Dave Schneider

Vice Pres.— Jere Smith

Secretary—Casey Gibbs

Treasurer— Leslie Cheney

**Sgt At Arms—Laurilea
Gibbs**

Activities—Sande Burgess

Website—Walt Santos

**Membership—Roiann
Santos**

Newsletter—John Burgess

**Photographers—John
Burgess
Dee Ginter**

Sunshine—Debbie Scherrer

**Highway Clean up— Mike
McClean**

Publicity— Jere Smith

**COHD—Chair Person
Harry Bongers**

President's Ponderings

Greetings Club Members:

Another typical Central Oregon winter. Heavy snow followed by ice storms required postponing the business meeting for two weeks, but we finally got it done. Thank you to all that attended. And then on Monday, it was 64 degrees. That is top-down corvette weather, but alas too many cinders on the road to even think about pulling the cover off.

At the January meeting, the club voted to approve the new by-law changes. I would encourage you to visit the website and read them. One of the more significant changes was adjusting the dues date from March 31st to June 15th. The change to the due date will allow the Executive Board time to prepare a budget (including dues amounts and expenses) to be approved by the members at the May business meeting. Also, according to the by-laws, officer nominations will close on January 31st at midnight. If you have a nomination for officer, please send it to HDcorvettes@gmail.com.

In addition, it was announced at the business meeting, that our current club sponsors have all renewed their sponsorship for 2024. I would like to recognize Chevrolet of Bend, Eagle Landing Apartments and Prestige Hardwood Flooring. Be sure to thank them.

It is exciting to see so many driving events being planned for the summer, and I am sure there will be more to come. Activities Chairperson, Sande Burgess has emailed the sign-up sheet to all members. Please be sure to contact Sande and get signed up. If you are a new member and have not been on a driving event yet, I would encourage you to give it a try. The events are always a lot of fun.

Speaking of fun, don't forget to sign up for our club's car show, Corvettes on the High Desert (COHD) June 28-29, 2024. This is our largest fundraiser of the year and it benefits Brightside Animal Center. The show will gather Corvette enthusiasts from all over to share in showing off their cars and hanging out. You can sign up on our website.

I am starting a count down, only 105 days before the roads are clear and the covers can come off our cars. Until then make the most of your club by signing up for a driving event, coming to a social or going to a business meeting

David Schneider

HDCC President





Just My Thoughts

As I am looking forward to our Year End Banquet, I am becoming nostalgic. John and I have been High Desert Corvette Club members since 2007. My how our club has evolved over the past 16 years.

With each new president and accompanying officers and volunteers, the club has improved. They consistently bring innovative ideas for the betterment of the club forward. All these steps forward have boosted membership with many enthusiastic Corvette lovers. Once people become members, they find how welcoming and friendly our club is. Those who join and never join in on any business meetings, social nights, or other activities are often encouraged to join us when they can. Members are enthusiastic about all of these as they are enjoying the friendships they have gained as well as the sharing of their joy in their Corvettes.

I am proud of how our club is so involved in the Central Oregon community. Over the years we have taken part in many community events such as parades, helping a young Corvette enthusiast celebrate his birthday with a ride in a Corvette to helping a 100-year-old lady celebrate her birthday by granting her wish to ride in a Red Corvette. For the Centenarian, 16 HDCC members created a parade of Corvettes to take her from her home to her birthday party at Anthony's in the old mill. Not only do we physically show up for our community, but we have also donated, financially, thousands of dollars to Central Oregon charities. This has not gone unnoticed as Three Rivers Corvette Club presented our club with an award several years ago for philanthropy at their event, "Corvettes on the Columbia"

.Our ability to financially contribute to our community comes through the efforts of our members in producing the ever-popular Corvettes on the High Desert. Were it not for the many enthusiastic club members making this event a success through creating a successful event including raffles, auctions, banquets and many more activities to entertain our out-of-town guests, this would not happen. Corvettes on the High Desert has evolved from an event with less than one hundred Corvettes attending to more than one hundred Corvettes and turning away some due to our inability to handle more cars. Let's face it, we are a small area with only a smaller membership to make our guests happy and feeling included.

We have also expanded our activities. We don't just have meetings and social nights. We expanded our social nights to short drive outs. We have added drive outs for lunch. Road trips have been added beyond the President's Mystery Tour. Our Presidents have done an excellent job of tweaking each PMT to spark the interest of more and more members.

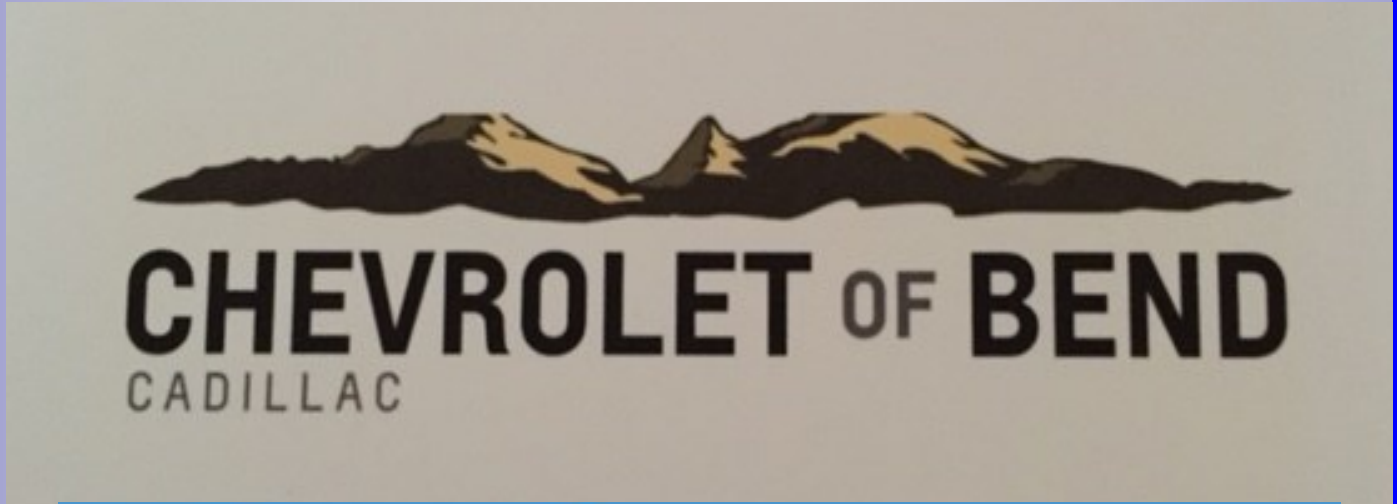
In closing, it is all our members, those extremely involved, those somewhat involved and those who just want to be part of our club that make our club the success that it is. We do have members that pay their dues but have not yet joined us for any activities. We invite you to come join in the fun. We are all so very friendly with no little cliques. The inclusiveness is so appreciated. We can always improve, but we are close to perfection.

Sande Burgess

Activities



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February Birthdays

2/1 Betty Malloy
2/8 Ramona Hidalgo
2/9 Brad Crement
2/11 Robert Adams
2/12 Annie Sheaffer
2/13 Mark Nielson
2/20 Scott Cheney
2/25 Nate Marker
2/27 Terry Kingsfather

January Anniversaries

1/17 Tim & Marlene Mangan

February Anniversaries

2/6 Scott and Ginger Foote
2/5 Fred & Jeannine Crowther
2/6 Doug & Debby Kinzman
2/16 Scott & Mechelle Kendall

HDCC Events

2/15 HDCC Business meeting Laurie's Grill
5/22-23 Lincoln City Club Trip
6/21-22 HDCC Retreat Wine Country Inn Jackson
-ville OR,
6/28-29 Corvettes on the High Desert
7/19 Cascade Corvette/Kendall Chev Car Show
8/9-4 Wine Tour Leavenworth WA.
9/12-14 Corvettes on the Columbia
9/6 or 14 President's Mystery Tour
9/26 Prescott AZ Car Show

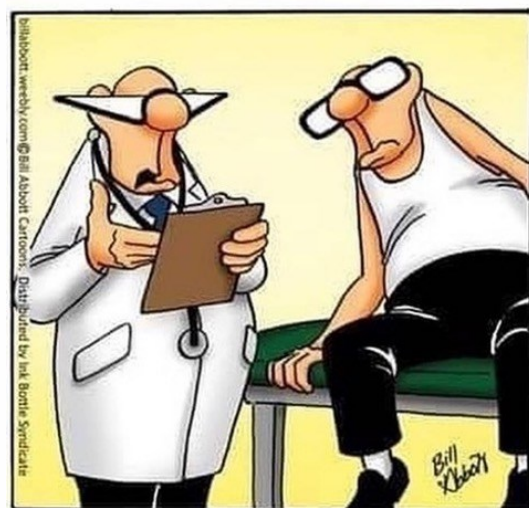
Scott Cheney won the February
50/50 Drawing for
\$82.00



On the lighter side.

The most terrifying
moment in life is when
the toilet refuses to
flush at someone else's
house

My best Science Fair entry



“High sodium, high cholesterol, lots of
toxins - your blood test is remarkably
similar to a potato chip.”



Here Are The Most Popular 2023 Corvette Color

The [2023 Corvette](#) is offered as the fourth model year for the eight-generation [C8](#), introducing a few minor updates and changes for the [C8 Corvette Stingray](#), while debuting the new-for-2023 [C8 Corvette Z06](#). Per usual, customers have a wealth of exterior paint colors to choose from, with a total of 14 different options on the list. Now, we're taking a closer look at the various 2023 [Corvette](#) paint colors and breaking down the popularity of each.

Unsurprisingly, Torch Red (paint code GKZ) is the most popular paint choice for the 2023 Corvette, with nearly 15 percent of 2023 Corvette units finished in the hue. In fact, Torch Red has been the top paint choice for the C8 Corvette since the sports car first launched for the 2020 model year.

Second on the list of most-popular paint options for the 2023 Corvette is Arctic White (paint code G8G) at 13.4 percent, or 7,216 units, followed by Black (paint code GBA) at 11.9 percent, or 6,403 units. Red Mist Metallic Tint coat (paint code GOPH) and Hypersonic Gray Metallic (paint code GA7) round out the top five at 10.8 percent (5,785 units) and 9.5 percent (5,130 units), respectively.

Color	Color code	units	Percentage
Torch Red	GKZ	7895	14.7%
Artic White	G8G	7216	13.4%
Black	GBA	6403	11.9%
Red Mist	GOPH	5785	10.8%
Hypersonic Gray	GA7	5130	9.5%
Rapid Blue	GMO	978	7.4%
White Pearl	GIW	3653	6.8%
Amplify Orange	GC5	3030	5.6%
Ceramic Matrix Fray	G9F	2378	4.4%
Elkhart Lake Blue	G57	2240	4.2%
Carbon Flash Metallic	GAR	1948	3.6%
Accelerate Yellow	GDO	1898	3.5%
Silver Flare Metallic	GSI	1695	3.2%
Caffeine Metallic	G48	536	1.0%

From GM
Authority



Auto insurance premiums set to surge in 2024

The new year is poised to deliver another jolt to American drivers, as insurers are expected to raise auto insurance premiums by an average of 12.6%. According to ValuePenguin.com, a subsidiary of LendingTree, this projected hike is the steepest since 2018. It also comes on the heels of an 11.2% increase in 2023, signaling a persistent upward trajectory.

Forecasts from Value Penguin's [State of Auto Insurance](#) report additionally indicate a minimum 3% hike for every state in the US. Nevada leads the pack with a projected 28% surge. Washington, Arizona, Connecticut, Louisiana, and Georgia also face substantial increases, ranging from 16% to 18%.

With these hikes, the average annual cost of auto insurance is anticipated to hit \$1,984 in 2024, according to the report. Drivers in Michigan, Florida, and Nevada are set to shoulder the highest premiums, while those in Maine, New Hampshire, and Idaho are likely to see the lowest rates. [Furthermore, motorists with traffic violations are expected to see a 52% average increase in premiums.](#)

Drivers in North Carolina, California, and Hawaii will face the most significant financial penalties, according to ValuePenguin, with violations and dangerous driving resulting in premium hikes exceeding 90%.

And while [electric vehicle insurance](#) is becoming more affordable in 2024, it remains 23% higher than coverage for traditional gasoline-powered cars. Tesla's Model X, Model 3, and Model Y stand out with the highest insurance premiums, while the Honda CR-V and Ford F-150 emerge as the most economical choices.

[To determine how much car insurance is in Oregon](#), Bankrate analyzed premium data from Quadrant Information Services. According to our research, the [average cost of car insurance](#) in Oregon is \$1,415 per year for full coverage and \$616 per year for minimum coverage. These are just average figures to be used for comparative purposes; your exact car insurance rate will vary based on [personal factors](#) like your age, ZIP code, credit history, claims history, driving record and more. To help give you a clearer image of what your insurance costs may be, Bankrate also included average rates for a variety of Oregon driving profiles.

It is surprising that insurance companies are having trouble when considering that every considering that every third advertisement on T.V. is by an insurance company.



GM Buys Out Nearly Half of Buick Dealerships

General Motors said nearly half its Buick dealers took buyouts this year rather than invest in selling and servicing electric vehicles as the automaker's brands transition to all electric by 2030.

That means GM will end 2023 with about 1,000 Buick stores nationwide, down 47% from where it started the year. Late last year, Buick said it would be asking dealers to commit a minimum investment of \$300,000 to \$400,000 to prepare their stores to sell and service EVs.

Buick is transforming, launching the best vehicles the brand has ever had and is the fastest growing mainstream brand in 2023," said GM spokesman Sean Poppitt in an email this week to the Detroit Free Press. "This all needs to be supported by the best customer experience in the transition to EVs. As stated before, this year we've given dealers who are not aligned with Buick's future to exit voluntarily in a respectful and structured way; with the full support of our National Dealer Council."

In Michigan, GM had about 100 Buick dealerships in December 2022. At that time, a metro Detroit Buick dealer told the Free Press that all the metro Detroit Buick dealers were making the investment to sell and service future EVs, but some smaller dealers in rural areas were taking the buyout offer. Other dealers echoed that information. Poppitt declined to confirm how many Buick dealerships have taken a buyout in Michigan to date

From Palm Springs Corvette Club

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Corvette Quiz

1. GM built 299 Z06 models in 1963. (true or false)
2. The ZR1 performance package was first offered in 1990. (true or false)
3. Gm developed the C8 Z06 LT6 engine under the code name project Gemini? (T or F)
4. The LT5 engine in the C4 Z06 was built by Mercury Marine? (True or False)
5. C6 ZR1 was the first factory built Corvette to use a supercharged engine? (T or F)
6. The Z in Z06 stands for Zora Arkus-Dimtov ? (True or False)
7. The C6 Z06 was the first Z06 to use a carbon fiber hood ? (True or False)
8. The 2019 ZR1 was available only with a manual transmission? (True or False)
9. The C8 LT6 is the largest flat plane crank V8 fitted into a production car? (T or F)
10. The 2019 Corvette ZR1 has the highest top speed of any production Corvette? (T or R)

(answers on page 12)

E-Ray

Tim and Marlene Mangan took these pictures of the new Corvette E-Ray at the Barret Jackson Car Show and Auction in Phoenix.





Corvette Quiz Answers

1. False, GM built only 199 Z06s in 1963
2. False 1970 was the year of the ZR1 option,
3. True
4. True the LT5 in the C4 ZR1 was hand built by Mercury's MerCruiser division in Stillwater Oklahoma.
5. True The C6 ZR1 was the first factory built Corvette to use a super charged engine.
6. False The Z06 nameplate was originally an alpha-numeric order option code. The Z signified special performance package. It was simply a coincidence that the father of the Corvette had a name that began with a Z.
7. False A light weight carbon fiber hood was used on the 2004 C5 commemorative edition Z06.
8. False The 2019 ZR1 was available in both the 7 speed manual and the 8 speed automatic transmissions.
9. True
10. True The 2019 ZR1 had an official top speed of 212 mph. That is the highest top speed of any production Corvette.



Does the C8 Z06 have a Ferrari Engine?

It's no wonder General Motors' [small-block](#) engineers had to get creative when designing [the new Corvette Z06](#)'s 5.5-liter, flat-plane crank V8. Never before had GM built an engine without a cross-plane crank, nor one that [revved so high](#). Knowing they lacked experience when it came to these somewhat exotic lumps, the LT6 team decided to do some benchmarking—to sniff around and see how [high-end European automakers](#) built their flat-plane mills. During a deep-dive presentation of the LT6, the so-called Gemini project's chief engineer, Jordan Lee, had an interesting story to tell about how the team tested its rivals' tech. "We did benchmark a tremendous number of competitors out there," he said. "We looked at McLaren, Porsche, and intently [at] Ferrari."

Lee went on to explain that when development started on the project back in 2014, the team was most interested in what made Maranello's engines tick. "We wanted a [Ferrari 458](#) engine, to take a look at their components and see what they did," he specified. However, straight-up buying a 458 only to extract its engine apparently wasn't on the table that early in the development process. As a result, a more reasonable source for a test motor had to be found. "We were able to buy a wrecked car engine from Poland on Ebay," Lee explained. "We sent them a check for something like \$25,000, and we were all pretty pleased and thrilled that the engine actually did show up."

Lee added that the team "didn't know how legitimate" the buying process was at the time. As far as shipping it went, the motor was simply delivered on a pallet, according to Chevy spokesperson Trevor Thompkins. And yes, they had it sent right to their doorstep at the company's Pontiac, Michigan engineering facility. Wonder if that raised any eyebrows in Poland.

From there the crew got into the meat and potatoes of the disassembly process, and [Tadge Juechter](#), the Corvette's chief engineer, said they were surprised at what they found inside. "I remember being amazed at how small their bearings were," Juechter said. Just the same, Lee mentioned earlier in the presentation that they made "a lot of improvements in how we went about [our engine]" after looking at the F136 from the exotic Italian supercar.

Thompkins noted specific areas the team wanted to learn from, like how Ferrari protected various ignition and electronic components from the vibrations of the flat-plane crank. "One thing Jordan and team took a closer look at was Ferrari's techniques for ignition coil isolation and securing electrical connectors to avoid fretting problems," he told *The Drive*. "We came to our own solutions but examining engines like the [F136] was beneficial."

Later in the vehicle design process—once a [C8 test](#) mule was actually on the road—benchmarking of the prototype versus an actual 458 did take place. "The 458 was a part of the vehicle program team's competitive set for Z06 as well, in large part because of the engine," Thompkins said. To his point, GM was originally using a 458 to [benchmark against the C8](#), then sold it and bought a 488 once that was available. Later, it reversed course and replaced the newer turbocharged Ferrari with a used 458 after realizing the new machine was [lacking in "soul"](#) as compared to its naturally aspirated predecessor.



• Mid-Engine Mustang Inbound to Do Battle with C8 Corvette



A breaking [Ford Authority report](#) that is neither tagged as satire nor dated April 1st – we triple-checked on both fronts – claims that the Blue Oval is set to unveil a new Mustang variant that apparently features, get this, a mid-mounted powerplant! FA says that the vehicle in question has already been shown to a select few in Las Vegas and will be revealed to the public during a special event at Pebble Beach as part of Monterey Car Week this Thursday, August 17th.

Other details are sparse, but the report says that the Mid-Stang will be assembled by Multimatic in Canada and, unsurprisingly, it won't utilize the brand new 7th gen's front-engine S650 architecture. The brief goes on to question if the new breed of Mustang will be based on Multimatic and Ford's most famous collaboration: the outgoing Ford GT supercar. On this front, we are going to go out on a limb and peg the likelihood of [the \\$450,000 \(minimum\) exotic that is almost as fast as a 2019 ZRI](#) sharing its bespoke chassis with a Mustang as slim-to-none; expect something all-new if this whole thing comes to fruition.

While this development comes as a bit of a surprise, and we wonder if the guys behind the 'Stang-taunting [Camaro ZL1 1LE's](#) secret sauce have the capacity to build anything in significant numbers but, there have been several breadcrumbs leading up to this watershed moment. In the past two years, Ford has been caught [benchmarking C8s of both Stingray and Z06 varieties](#). More importantly, Dearborn already took a bold step towards diversifying the wild horse brand when it forcibly branched it out from its Pony Car roots with the Mach-E crossover that's spearheading the electric division's expected [\\$4.5 Billion annual loss](#), so, really, why not add a mid-engine super 'Stang to the family, too?

Whatever, if any, form this car takes on Thursday, it will be a welcome rival for America's Sports Car that has gone without any direct domestic competition since the wonderfully analog Gen V Viper bowed out in 2017! We can't wait to see this new challenger!

From Corvette Blogger



Bill LaFresnaye long time member of High Desert Corvettes passed away in Mesquite NV

Bill and LaVon were active participants in HDCC activities for many years

Chevy Corvette Average Transaction Price Up 21 Percent In Q4 2023

Following the [discontinuation](#) of the [Chevy Camaro](#), the [Chevy Corvette](#) is now the Bow Tie brand's sole performance car offering, with a lineup currently consisting of the [C8 Stingray](#), [C8 Z06](#), and [C8 E-Ray](#). Now, it appears as though the [C8 Corvette](#) was [Chevy's](#) most expensive model during Q4 2023, and featured a drastic uptick in average transaction prices (ATPs).

According to a [report](#) from *Cox Automotive*, the C8 Corvette boasted an ATP figure of \$106,032 over the course of Q4 2023, which is up 20.9 percent from Q4 2022 numbers. This makes the Vette the priciest Bow Tie product by a long shot, as the second-most expensive model was the [Chevy Suburban](#) at \$76,275.

It's worth noting that Chevy Corvette [sales figures](#) actually dropped 2.4 percent during this timeframe to 8,915 units.

So, why the dramatic rise in ATP? Well, production of the track-focused Corvette Z06 was under [constraint](#) toward the end of the 2022 calendar year, but supply slowly improved over 2023, and more Z06 units were sold in Q4 2023 than in the same period a year prior, thus raising the Corvette's ATP.

From GM Authority