



High Desert Corvettes Newsletter

January

2018

Prez Ponderings

January 2017

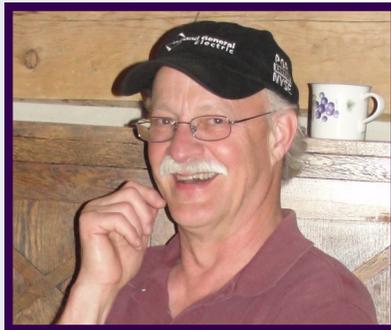
Our annual Christmas Dinner and Gift Exchange at the Hilton DoubleTree in Bend was our usual seasonal goodtime. There was plenty of delicious food, social chatter, and arm wrestling for gifts! Thanks to Linda, Sande, and Santa's Elf Peewee for the energy putting this together. By the time you read this, another Christmas will have passed. I hope everyone has enjoyed the best of the season, and made some memories. We are closing in on the end of 2017, so Happy New Year!

Our biennial summer event, Corvettes on the High Desert, is on the not too distant horizon. Once the holidays and wintry weather are behind us, take a breath. Then, let us know what you can do to help support our popular Corvette event. Contact Harry Bongers for more info.

Our next challenge is finding people to volunteer for club positions for the coming term, which starts April 1st. We will have a small elections committee calling each household asking for

interest in any of these positions. : President, Vice President, Secretary, Treasurer, Sergeant at Arms, Activities, Membership, Newsletter, Photographers, Publicity, Website, and Sunshine. We have a lot of talented energetic members with a lot to contribute. Make it happen. Thanks. See you in January.

Tom Gray President



January Anniversaries

- 17 Tim & Marlene Mangan
- 23 George & Barbara Bosey

January Birthdays

- 7 Ken Kaster
- 8 Rick Kerfoot
- 8 Sonya Massey
- 17 Dee Ginter
- 20 Rich Morton
- 23 Tim Crugh
- 31 Doug Ingham

Activities

January 2018

- Jan 9 HDCC Business Mtg.
Pappy's Pizza REDMOND
Dinner 6:00, Mtg 7:00
- Jan 17 COHD Planning Mtg
Schrank's Club House
20157 Hawes Ln
- Jan 20 Soup Competition &
Social. Schrank's Club H.
- Jan 31 Social Night Pastini
Pasteria, Old Mill Bend
375 Powerhouse Dr
Dinner 6:00 PM

February 2018

- Feb 13 HDCC Business Mtg
Dinner 6:00 7:00 Bus. Mt.
- Feb 21 COHD Planning Mtg
Schrank's club house
20157 Hawes Ln
- Feb 28 Social Night Takodas
Restaurant Sisters.

March 2018

- March 13 HDCC Business
Meeting Pappy's Pizza
Redmond, Dinner 6:00
Meeting 7:00 PM
- March 21 COHD Planning
Meeting Schrank's
Club House



2017 In the Rear View Mirror

.Diego's Spring Fling



HDCC Show and Shine



Corvettes on the Columbia



Trout Lake Excursion



4th of July



President's Mystery Tour





CORVETTES ON THE HIGHT DESERT 2018

Planning has already started on COHD for 2018. Harry Bongers has stepped up to take charge and coordinate the project. Be thinking about how you can help. There are many volunteer positions available. Also think about donating a raffle item and/or solicit a raffle prize from your favorite merchant. In 2016 the effort raised \$15,000.00 for The Kids Center. Lets try to top that figure for the 2018 event. The chair positions are listed below:

Raffle Terry Schladenhauffin , Walt and Roiann Santos

Live auction—John & Sande Burgess

Trophy Sponsors—Rich Carkhuff/ John Burgess

Coffee and Donuts— Fred & Jeanine Crowther

Water, Sodas & Ice—Peewee & Hazel Black more

Table Decorations—Sande Burgess and others!!

Event Poster

Event Shirts—Ann Lankford

Goodie bags/grab bags—Sande Burgess

Show and Shine/ event trophies— Don Ginter

Poker Walk—Dee Ginter

Saturday lunch—Jere Smith

Raffle ticket sales Need lots of volunteers

After the event party Still open

HDCC Officer and Chair Positions

President – Tom Gray

Vice President – Jere Smith

Secretary – Dee Ginter

Treasurer – Sande Burgess

Sgt. at Arms – Rick Schladenhauffen

Activities – Marian Schrank

Membership – Terry Schladenhauffen

Newsletter – John Burgess

Photographers – D. Ginter & J. Burgess

Publicity – Bob Jackson

Website— John Burgess

Sunshine – Merre Friend.

Highway Clean up - Peewee Blackmore

COHD Chair—Harry Bongers

Corvettes on the High Desert

As you know, the COHD event is just 6 and one half months away. There are lots of areas that still need volunteers. Also we need people to help make table center pieces as was noted the last two newsletters. Get your creative hats on and make a center pieces. Also be thinking about a raffle donation. These can be baskets with varying themes or you can solicit donations from businesses. Historically we have had a great selection of raffle prizes see if you can help out.

Information regarding sponsor trophies will be out shortly.

We need your help



In Recognition of Elvis Presley ,Rick Kerfoot and Sonya Massey's Birthdays (January 8th) Sande has Submitted Elvis's Recipe for Blueberry Muffins taken from the Presley Family cookbook
She has used this recipe for over 30 years



BLUEBERRY MUFFINS

- _ 1 ½ C flour
- 1 tsp. baking powder
- ½ tsp. salt
- ½ C sugar
- ¼ C Crisco oil
- ½ C milk
- 1 egg
- 1 C blueberries

Mix in a large bowl: flour, baking powder, salt and sugar. Then add oil, milk, and egg. Stir in blueberries. Beat batter until smooth. Pour into greased muffin pan and bake for 25 min. at 350. Makes 12 muffins.

New Oregon Laws that may affect you!!

1. One half percent (.05 %) tax on auto dealers for “the privilege of engaging in the business of selling” new cars in Oregon takes effect. There is nothing in the law that says the dealer cannot pass this tax on to the customer which no doubt they will do.
2. The gas tax will go up 4 cents to 34 cents per gallon. (California's is 41.7 cents per gal.
3. Car registrations will go up \$13.00 to \$43.00. Regular title fees will rise \$16.00 to \$93.00
4. Oregon will be the first state the nation to tax the sales of bicycles costing more than \$200.00. The tax will be \$15.00
5. Now it is not only against the law to use a cellphone while driving, a driver cannot have an electronic device in their hand even if stopped at a stopped light. Fines up to \$1,000.00 can apply to first offenders.



ZR1: Chevy's newest supercar represents the fourth go-round for this famous name

Chevrolet will introduce its all-new ZR1 Corvette convertible at this week's Los Angeles Auto Show, three weeks after the coupe broke cover in Dubai. Like its coupe brother, the C7 ZR1 is the fastest, most powerful Corvette convertible ever. With its 755-horsepower supercharged V-8 engine, huge breathing and cooling capability (including five new radiators), and a choice of high or low carbon-fiber rear wings, it

1970-1972

The original ZR1 was limited-production package for the third-generation Corvette that Zora Arkus-Duntov designed for SCCA B-Production racing. It was a \$968.95 option that included a cold-air hood, close-ratio four-speed manual, and performance shocks, springs, and stabilizer bars.

Its crown jewel was the then-new LT1 engine, a hot-rodded version of the small-block known for its solid lifters, a throwback to an earlier era before the advent of hydraulics. Solids were more adjustable, producing more horsepower, as well as a beefier engine sound. But hydraulics were more popular at the time since they were cheaper to make and maintain. They self-compensate for valvetrain clearances (valve lash), giving customers years of quiet, maintenance-free service.

But racers wanted horsepower first, and the first ZR1 offered 370 hp, versus 350 hp for other engines with the standard hydraulic lifters. Only 53 ZR1s were built over three years, which makes them worth more. A ZR1 coupe sold for \$220,000 at Barrett-Jackson's 2014 Scottsdale auction.

1990-1995

The gen-four (C4) Corvette ZR-1 was one of the most anticipated Corvettes ever. Known as the "King of the Hill," it represented Chevrolet's return to the top of the performance mountain, a car that could fully compete with the fastest cars in the world when it debuted in 1990. Chief engineer Dave McLellan said at the time, "It's a Corvette, only more so."

The ZR-1's core was the LT5 V-8 engine. It was Corvette's first-ever overhead cam, 32-valve V-8, and it was developed in partnership with Lotus (one of GM's many acquisitions in the late 1980s) and Mercury Marine, which cast and assembled the LT5's aluminum block at its plant in Stillwater, Oklahoma. The LT5 put out 375 hp initially; its horsepower was later cranked up to 405 in 1993. With a top speed of 175 mph, it put Corvette back into the conversation among the supercars of its day.

The ZR-1 featured a special wide body with massive, 11-inch-wide Goodyear rear tires. It also came with a special valet key, which would limit horsepower output to unauthorized drivers. To beat gas-guzzler tax penalties, the six-speed ZF manual transmission featured Computer Aided Gear Selection (CAGS), which automatically guided the shifter from first to fourth at lower speeds. But the inevitable lugging caused drivers to feel like they were missing a shift, even though a little more throttle could overcome it.

Sales were initially brisk as more than 3,000 ZR-1s were sold in 1990, all for premium prices as collectors snatched up the early cars, putting them away as investments and hoping to someday make a killing. But only 6,939 ZR-1s were built over the course of five years, and so far they've been an investment bust. For a car that cost at least \$58,595 (more than \$107,700 in today's dollars), the highest price at auction remains \$48,600, achieved by Mecum for a 1995 ZR-1 in 2015.



The ZR-1 failed sales-wise because people couldn't see the value of a \$27,016 price increase over a base Corvette at \$31,979. It didn't help that in 1992, Chevrolet introduced the LT1 V-8, which put out 300 hp without the price premium. Buyers had shied away from the LT5 because of its perceived complexity and concern about parts availability and expert service for an exotic engine at a Chevrolet dealer.

The last ZR-1 came off its Bowling Green, Kentucky, assembly line on April 28, 1995.

All is not lost for those who still own one, though. "ZR-1s seem to have bottomed (out)," Paul Duchene wrote in an [October 2016 Hagerty article](#). "Most seem to sell between \$20,000 and \$35,000, but the newest is 20 years old, and prices are on the way up. And well they should be; the 6,939 ZR-1s are the least-appreciated Corvettes and the best value in the entire lineup."

2009-2013

The third generation of the ZR1 was the answer to the question, "What if?"

And the person asking that question was then-GM Chairman Rick Wagoner. In order to understand the full context, Wagoner had praised the sixth-generation (C6) Corvette engineering team for what they had been able to accomplish with a Z06 Corvette that cost \$60K. So what could they do for a car that cost \$100K?

Because Wagoner was a Duke graduate, the new project became known as the "Blue Devil Corvette." And as it turned out, the team could accomplish a lot with the help of a new Eaton supercharger. The end result was a quantum leap in Corvette performance, with 638 hp and a top speed of well over 200 mph, thanks to its LS9 supercharged V-8.

In order to get all this power to hook up, a special Launch Control capability was programmed into the Traction Control/Active Handling system. Zero to 60 happened in a scant 3.3 seconds. And the quarter mile could be reached in 11.0 flat at 130 mph.

To increase its power-to-weight ratio, the team made more aggressive use of lightweight components such as a carbon-fiber hood with a clear glass window to the supercharger, a carbon-fiber roof/roof bow, as well as carbon-fiber front fenders and wheel housings. The C6 ZR1 also featured Brembo carbon-ceramic brakes.

The chassis was a modified version of the Z06 aluminum structure, which featured hydroformed aluminum rails connected to a center tunnel backbone. Like the Z06, the engine cradle and roof structure were magnesium.

The C6 ZR1 went out the door for around \$104,000, but today they occasionally change hands for half that amount, making them one of the best performance car bargains of all time.

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 Corvette was first used on ships in the 1670s by the French Navy. These small, light, and fast ships would often be used as escorts for larger ships. While they generally were under 100 feet long and only had one gun deck, their maneuverability and speed gave them a unique advantage against the larger ships. Literally a Corvette could run circles around larger ships and in the era of cannons fast moving targets were hard to hit. The British would keep Corvettes in their fleet during the colonial incursions into the rivers of the Far-East and Africa, at this point most Corvettes were steam powered.

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 as light missile ships or support vessels for fast attack boats.





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CADILLAC



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Z51 Automatic

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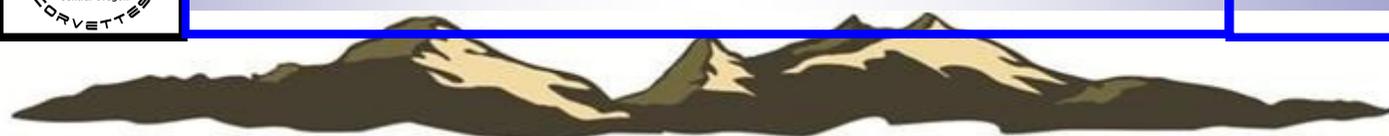
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