



High Desert Corvette Club

Newsletter

January 2020

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

**Secretary—Suzanne
Sawyer**

Treasurer—Gay Jackson

Sgt At Arms—Ron Massey

Activities—Marian Schrank

Website—Walt Santos

**Membership—Roiann
Santos**

Newsletter—John Burgess

**Photographers—John
Burgess
Dee Ginter**

Sunshine—Barbara Bosy

**Highway Clean up—Pee wee
Blackmore**

**Publicity—Don Ginter
Tom Gray**

**COHD—Chair Person
Harry Bongers**

Monthly Newsletter January 2020

President's Pondering II

Happy New Year! We hope this year brings everyone good health, happiness and peace.

The annual Christmas party was very enjoyable for those who were able to attend. We did miss those who weren't able to join us. Hopefully we'll see more club members throughout the new year.

A few of the club members had a very enjoyable time at the Oregon Garden Resort for a one nighter. The lights were very festive, as was the mood.

Now with the holidays behind us, we can turn our focus on working together to plan our COHD event for July 17-18. Please help us by attending the monthly planning meetings and join any of the committees for our new Carnival-themed gathering. We welcome any suggestions/ideas so feel to share them with Harry Bongers (COHD chair) or any committee member. Thank you all for your participation.

On a sad note, we'll be losing our Activities Chairperson, Marian Schrank. She and Stan are moving to Wisconsin in late January. They've been an integral part of the club for many years and will be missed tremendously. We thank them for all their contributions to the club, plus their friendship, and wish them all the best.

REMINDER - Beginning in January 2020 we are going to change the meeting time to the following:

5:00-6:00pm = COHD meeting (2020 event planning meeting)

6:00-7:00pm = HDCC club meeting

7:00pm = Dinner

(For new members, COHD [Corvettes on the High Desert] is our biennial fundraising event.)



"In three words I can sum up everything I've learned about life: It goes on."
... Robert Frost

Don Ginter
HDCC President

Celebrities With Corvettes



Rhonda Rousey
Professional Wrestler

- Guy Fieri chef C2 convertible
- Jon Bon Jovi singer 1958 & 1990 C4
- Mark McGuire Baseball player 1962
- Sylvester Stallone actor 1968
- Bruce Willis actor 1967
- Jeff Probst T.V. host 1966



Brad Paisley Tour Bus



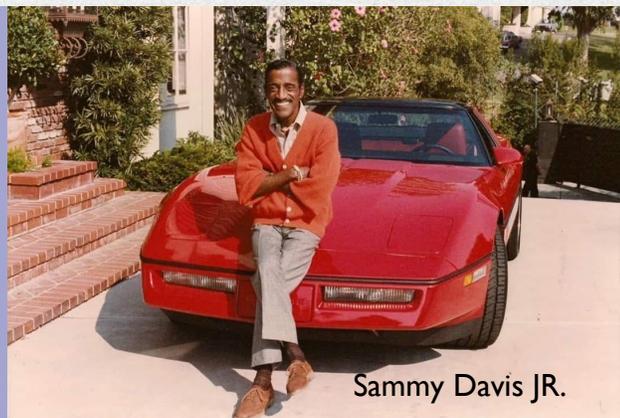
Brad Paisley country music



George Clooney



Jay Leno

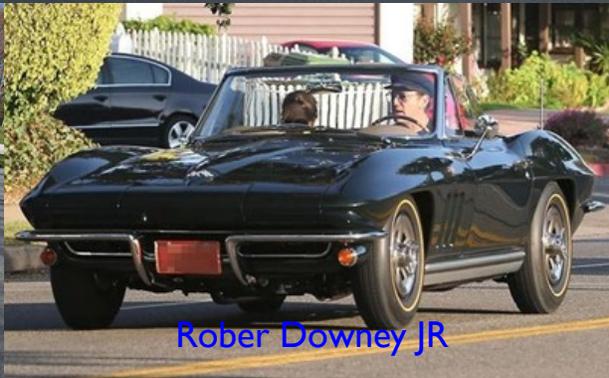
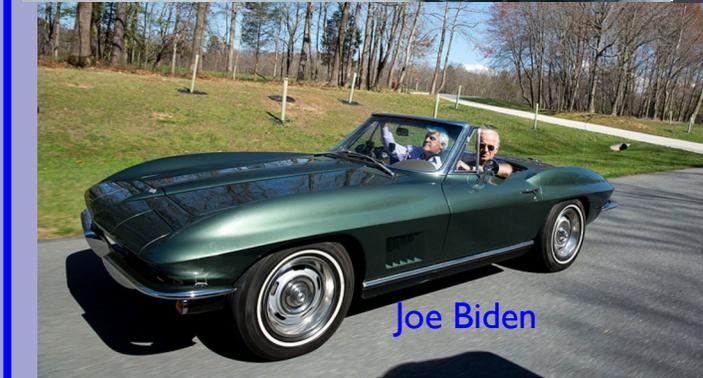


Sammy Davis JR.



Bruce Springsteen

More Celebrities with Corvettes





January Anniversaries

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

January Birthdays

- 1 Debbie Scherrer
- 2 Cathie Raaf
- 2 Larry Raaf
- 7 Ken Kaster
- 8 Sonja Massey
- 8 Rick Kerfoot
- 12 Janice Silence
- 17 Dee Ginter
- 20 Rich Morton
- 22 Tim Krugh
- 24 Marc Brodeur

Please note new schedule of the HDCC meetings

1. 5:00—6:00 PM COHD meeting
 2. 6:00—7:00 PM HDCC meeting
 3. 7:00 PM and beyond Dinner
- January Meeting Mazatlan Restaurant Redmond.

Activities

- January**
 - 8 HDCC Meeting Mazatlan Restaurant Redmond
 - 29 Social Night at Okawa's Steak House
- February**
 - 11 HDCC Meeting
 - 26 Social Night Tumalo Feed Company
- March**
 - 10 HDCC Meeting Mazatlan Restaurant Redmond.
 - 25 End of year banquet TBD
- April**
 - 8 HDCC Meeting
 - 29 Social Night TBD
- May**
 - 21-25 R V Camp out Casey's AV Park
- June**
 - Big Sky Corvette Meet, Bozeman, MT
 - 4-6 Monterey Coast Corvette Cruise Monterey, CA
 - 5-6 Corvettes on the Columbia Tri -Cities
 - 5-6 Trout Lake Trip
 - 13 Corvette City Cruise Roseburg, OR
- July**
 - 15-18 Black Hills Corvette Classic Spearfish, S.D.
 - 17-18 Corvettes on the High Desert Eagle Crest Resort, Redmond. OR
- Aug**
 - 28-30 Sea to Sky Hosted by British Columbia Corvette Club, Squamish, B.C.

THE OREGON GARDENS

On December 16th five HDCC couples attended the Oregon Garden's Christmas lighting celebration. We arrived mid afternoon, check into our rooms and adjourned to bar where we made every attempt to create a positive bottom line for the facility. We then walked through the Christmas lighting display which was spectacular. In viewing all the lights and thinking about the process of installing them and then trying to figure out which lights weren't working I began to get chest pains. Hard to imagine the effort put forth the create this display. After the lighting display we enjoyed a nice dinner in a private room. A great time. Thanks to Marian and Stan for organizing the event.



GM Loses Money On Every 2020 Corvette Under \$80,000

It seems that the [2020 Chevrolet Corvette](#)'s starting price of under [\\$60,000](#) was just too good to be true. No, not for us, but for GM, and they're totally okay with that. A source from GM has talked to Motor Trend about an interesting revelation; GM will continue to lose money on every all-new Chevrolet Corvette they sell under \$80,000. The source also confirmed that the price of the 2020 Chevrolet Corvette [would rise](#) by 2021, with rumored additional increases in the following years. But would it be high enough to cover the costs in the long run?

We've heard about other manufacturers taking a risk by selling halo cars with weird specs or market pricing, taking a loss on them, and hoping that the bread and butter models take on the burden, so this isn't something totally new. What's interesting is the supposed strategy of GM. You see, according to the source, the budget set for the C8 project was pegged at \$79,995, taking into consideration the new configuration and redesign. This is a huge jump from the previous C7 pricing, and in order for customers not to complain, Chevy is okay with taking the loss. They're also hoping that with an [extensive list of accessories and extra bits](#), buyers would turn their \$60,000 Corvette into something a little bit closer to \$80,000.

Also important is the pricing for the upcoming [Z06](#) and [ZRI](#). The Source says that the sweet spot for profit and sales volume is between the \$80,000 and \$100,000 mark. Naturally, once the car breaks into the more expensive six digit territory, volume drops considerably. We just have to wait and see how Chevrolet and GM play the game with their high price, low volume cars, and hope they don't ruffle too many feathers or lose too much on a risk.





Let's Talk About Your Brake Fluid, Because No One Else Is

This article was submitted by Bill Scherrer. Brake fluid is seldom discussed and is rarely mentioned when having your car serviced. With most newer cars it is rarely a problem. I don't know if that is because of the quality of the mechanics or the brake fluid of today. It is worth considering especially with older cars. This was taken from Corvette On Line.

Sitting in the dark corner of neglected, recommended service intervals and tucked away between your cabin air filter and your differential fluid sits the lowly and ever humble workhorse; your brake fluid. We wouldn't be surprised if 75-percent of the vehicles on the road are still using the factory-installed fluid — and the ones who aren't, probably only changed it because their mechanic sternly suggested it

Many people are surprised to hear this, but you can easily boil your brake fluid. Why is that bad? Boiled fluid results in creating air bubbles in the brake lines. While brake fluid itself is not compressible, as we all know from forced induction, air is very compressible.

Those bubbles result in a squishy brake pedal and a reduced squeezing force on the rotors. It can get so bad, you can push the pedal to the floor and still not be able to stop your car. That's not what you want mid-corner at Laguna Seca race track, and that certainly isn't what you want coming down a mountain pass with your family in the car.

Brake fluid is highly hygroscopic, which means it absorbs water. This absorption can occur through the rubber brake lines, various seals around the system, or if you open the reservoir to add fluid. This happens less than it used to with modern brake lines, but it still happens. That's why fluid manufacturers list two boiling temperatures for their fluids. A dry boiling point and a wet boiling point:

Temperature resistance isn't the only reason to change your fluid. Too much water in the system can lead to corrosion of metal components, like iron calipers. That build-up of corrosion leads to interference with moving parts — possibly to the point of a seized caliper. Even worse, the included anti-corrosive compounds in the fluid break down over time, compounding the issue.

That's why shops will offer to test your brake fluid for water and copper content. Copper seems like a strange thing to make its way into your brake lines, but copper content in your brakes is an indicator of corrosion. If you've done enough work on your cars, you'll know that copper crush washers are used in fittings in the brake system, and those are some of the first components to corrode.

The Automotive Maintenance and Repair Association (AMRA) recommends changing your brake fluid when its copper content reaches 200 parts per million (PPM). We would take that number with a grain of salt, though, because that organization is made up of companies who have a financial interest in you flushing your brake fluid often. Either way, save that little fact in your head for some obscure Jeopardy question someday.

If unsure if you need your brake fluid changed, check your owners manual. If your brakes feel mushy and unresponsive, ask your mechanic to check the brake system. This is one of those things that if it is still working why worry but for sure it is something to be aware of and keep in mind to prevent brake failure.

HDCC Christmas Party 2019

The 2019 HDCC Christmas party was held at Aspen Lakes in Sisters. Aspen Lakes is a very nice venue and the staff was very pleasant and accommodating. The event was well attended. After a social hour we enjoyed a buffet dinner followed by a gift exchange. There were a lot of nice gifts and an interesting distribution of gifts and “steals”. A big thank you to Don and Dee Ginter for organizing the event. It was a nice evening and everyone seemed to be enjoying time chatting and getting to know some of the new members.







Mid Engine Monthly Update (By John Elegant)

The 2020 Stingray “start of customer C8 production” is about month away. What has been accomplished? Let’s start with the 2020 Stingray already earned the “Top Ten Best” Car & Driver award, then we move forward to its also winning the Motor Trend **Car of the Year** award.



We need to debunk two prevalent C8 myths for neither is true. *1st*: You cannot order one unless it is heavily equipped. Not true, for there are actually GM “accepted for production” orders that GM that are literally no-option, under \$60,000, C8’s. *2nd*: That GM is losing money on all sold for under \$80,000. More nonsense! GM actually makes thousands of dollars on a \$59,995 C8.

Let us look at just a two-option C8 and see how well it performs, e.g., a Stingray with the Z51 and the mag ride options, with its standard 495 HP/470 TQ “LT2”, and its’ also-standard, 8-speed DCT (dual-clutch trans); including transportation, is \$66,890. It has accomplished:

0-60= 2.8 seconds (November, 2019 C&D)

1/4 mile = 11.1 seconds @ 123.2 MPH (MT, Oct, 2019)

Top Speed = 194 MPH for the entry version, non-Z51 Stingray (GM.com)

60-0 Stopping Power = 97’ (MT, Oct, 2019)

Lateral Cornering = 1.09G (AutoWeek, November, 2019)

How does the 2020 StingRay’s 0-60 time compare to other notables?

1) The 2020, 789 HP, McLaren Senna took the same 2.8 seconds to reach 60 MPH as did the 2020 Stingray, but the Senna costs \$1,400,000 (C&D, November, 2019); and,

2) The 770 HP, 2020 Ford Mustang Shelby 500 GT takes 3.5 seconds to get to 60 MPH (C&D, November, 2019). That’s 0.7 seconds **slower** -- yet the Mustang has 760 HP (+265 horses).

Where are we now in the C8 pre-production process?

The last C7 was completed; the Bowling Green Assembly Plant has been converted to 100% C8 production; and over 1,200 BGA employees have been trained to “level four” job skill mastery (the highest performance level).

Between December 9th and January 31st, BGA will assemble approximately 350 “captured test fleet” C8’s for further street and track evaluating/refining

Starting at 6:12 AM, Monday, Feb 3rd, C8 Stingray **CUSTOMER** cars will be assembled.



One of the most fascinating Corvette video interviews I have ever seen, is this delightful ride with Tadge Juechter being driving in a HTC Stingray (hard top convertible) by none other than Jay Leno. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/95487-fascinating-autoline-tadge-c8-interivew>



Another exciting video is the following video teaser showing the new C8.R on the main runway at the Kennedy Space Center and footage from Sebring race track. By the time many read this, the C8.R will have already completed its first major pre-race test, the Daytona Roar Before the 24 (January 3rd-5th); more excitedly, the first actual 1st race of the C8.R will be at the Rolex 24 (Jan 25th/26th) just about three weeks away. First this teaser vid:

<https://www.midenginecorvetteforum.com/forum/corvette-racing-info-news/95623-c8-r-video-teaser-including-at-kennedy-space-center-and-sebring>

Then, here are links to both events: <http://www.daytonainternationalspeedway.com/Events/2020/Roar-Before-The-Rolex-24/Roar-Before-The-Rolex-24.aspx>

<https://www.imsa.com/events/2020-rolex-24-daytona>

The eight week strike, which delayed C8 customer production by that amount, had *upsides*, specifically giving Corvette team engineers that much more time to refine the StingRay's software controlling its transmission, suspension, steering, braking and more. Consequently, when Randy Probst re-tested the Stingray roughly eight weeks after his first August testing, he was *much* more positive about the C8. He suggested some improvements to GM to improve those systems. GM listened to many. Here is that MotorTrend article after those upgrades

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/94661-randy-on-c8-track-further-handling-improvements>

Hopefully, the C8's capabilities for real over-the-air (OTA) software updates can further modify the software helping to control its transmission, suspension, steering, braking, etc., *will allow more, future refinements to occur while we are driving our 2020 C8's down the road.*

To round out the major C8 accomplishments and notables since the last issue of this article, is this truly fascinating interview of Tadge Juechter by Autoline. Whether one is a C8 fanatic, or just mildly interested in how Corvette engineering becomes reality, here you go: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/95487-fascinating-autoline-tadge-c8-interivew>

Thanks for reading, and as always, I would like to directly communicate with you when you contact www.MidEngineCorvetteForum.com, your sending a private message to "John".

Here to many more miles of Corvette smiles whatever Corvette you are now driving!