



High Desert Corvette Club

Newsletter

March 2020

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

**Secretary—Suzanne
Sawyer**

Treasurer—Gay Jackson

**Sgt At Arms—Chris Ander
sen**

**Activities—Sande Burgess
John Burgess**

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**

PRESIDENTS PONDERINGS II

March 2020

By the time you have read this, March 2020 is already upon us. What happened to January & February?

Our February's social at the Tumalo Feed Company Steak-house had a full house with our group of about 30 people. I heard mostly good comments about food with a few not so good meals. Overall it was nice to connect with everyone.

At the March meeting we will find out the names of the members filling our board and volunteer positions. Please submit your name, or someone you think would be a good candidate, by the March meeting. If you haven't found the e-ballot in your email, please contact Tom Gray, tgray7243@gmail.com.

Also in March, the 18th to be exact, is our end of year banquet. If you haven't signed up yet, please do so by March 10th. Your check of \$35/pp is due by then. You can either mail it in, or bring it to the next meeting.

Speaking of COHD (Corvettes on the High Desert), we will continue to ask for your participation at our July 17-18 event. If you haven't stepped forward yet to be a volunteer where needed - the games, food line, etc., please contact Harry Bongers (COHD chair), or any committee member. Let's all come together to put on a successful event that we can ALL enjoy. Thank you for your participation.

Great minds discuss ideas; average minds discuss events; small minds discuss people.

- Eleanor Roosevelt."



Don Ginter

HDCC President



March Anniversaries

No March Anniversaries

March Birthdays

1 Annie Kaster

5 Harry Bongers

7 Fred Crowther

9 Charles Tomson

10 Fredy Jenkins

28 Barbara Bosy

29 Malcom Meyer

30 Ron Massey

31 Todd Layport



Harry Bongers won the 50/50 Jackpot of \$58.00

See Harry for low interest loans

A Little Humor



“Do me a favor, look at Corvettes that are for sale AFTER you’re done eating. Apparently, you’re not a multitasker.”



“I drive a Corvette, and you drive a piece of junk. So I have more to live for. So it’s you who should swim for help!”



Judy McClean and Fredy Jenkins presented the \$500.00 Check to the Giving Plate



Elk Galore

I know, this has nothing to do with Corvettes but it was an awesome site to see along HWY 20 near the Bend Distillery. It was estimated that 80-100 Elk were grazing in a field near the road. Jerry Woods, former HDCC member said they had been in the area for years and are referred to as the Tumalo heard. Bill Shaeffer, HDCC member, said they were in his pasture from time to time.



HDCC Membership Dues

Membership Dues are due and payable on or before March 31, 2020

Couple membership = \$60.00

Single membership = \$35.00

Please make check payable to HDCC and mail to

P.O. Box 6442 Bend, OR 97708

If you **do not plan** to rejoin the club please notify
Membership chair Roiann Santos at waltroi@yahoo.com



Chevy Only Needed 60 Hours To Sell Over 300 Corvette C8s In Japan

The [2020 Chevrolet Corvette](#) gets [a right-hand drive version](#), and buyers in Japan are snapping them up quickly. A report from [Yahoo Japan](#) says that Chevy received over 300 orders for the new 'Vette within just 60 hours of starting to take reservations.

Chevy introduced the C8 to Japan at the [Tokyo Auto Salon](#) in January and also took orders for them there. The company's dealers have also [started accepting applications from interested buyers](#). Deliveries of the right-hand drive Corvette don't begin there until spring 2021, so the customers have to be patient before getting the car.

The age group varies from the 20s to the 70s. The locality is not particularly characteristic of Corvette and there are many urban areas like Tokyo, Nagoya, and Osaka like other Chevrolet cars," a GM Japan spokesperson told *Yahoo Japan*.

Prices for the C8 in Japan start at over 10 million yen (\$91,083.50 at current exchange rates). The 2LT grade takes the figure to 11.18 million yen (\$101,845), and the 3LT is 14 million yen (\$127,534). For comparison, the car starts at \$58,900 (plus a \$1,095 destination fee) in the United States.

Other than being right-hand drive, the Japanese version of the C8 Corvette is the same as its American counterpart. A 6.2-liter V8 pumps out 490 horsepower (365 kilowatts) and 465 pound-feet (631 Newton-meters) of torque. It runs through an eight-speed automatic. For American buyers, the production of the Corvette is now underway. Current speculation suggests that deliveries to customers could start in March.

From MSN News feed.



STUDY: The Corvette Is One of the Least Accident-Prone Vehicles on the Road

A recent study by [QuoteWizard Insurance](#) found that the Chevrolet Corvette is one of the least [accident-prone](#) vehicles on the road.

While we're sure that Chevy's attention to making the Corvette one of the best handling cars on the planet had something to do with this rating, we figure that the maturity of the drivers may have had a lot to do with it, too. After all, Chevy has been worried about the aging demographics of Corvette drivers for years, and with age, comes a bit more wisdom behind the wheel, even if the reflexes are a little slower.

We fully expect the upcoming 2020 mid-engine Corvette to continue this trend since it will come with several high-tech safety features, like rear cross-traffic alert, a front curb view camera, an HD rear-vision camera, and side blind zone alert.

Two other Chevrolet vehicles also made the list, the Trailblazer and the Tahoe.

The Trailblazers studied in this insurance survey were from discontinued generation, but as with the Corvette, the 2021 Trailblazer will have a lot of accident-prevention technology, such as front pedestrian braking, lane keep assist, a following distance indicator, teen driver technology, adaptive cruise control, rear cross-traffic alert, and lane-change alert with side blind-zone alert.

The new Tahoe also has many impressive safety features, including rear cross-traffic alert, automatic emergency braking, and the vibrating Safety Alert Seat to try and prevent crashes.

Other key findings in the study:

- Mid-sized sports cars are the most accident-prone cars on the road.
- Minivans and SUVs are the least accident-prone cars on the road.
- Luxury sport car brands Infiniti, Lexus and Acura are among most accident-prone cars on the road.
- Dodge and Chrysler minivans rank among least accident-prone cars on the road. Tesla Model 3 and its autopilot feature ranks among the least accident-prone cars.

\$500 Year End Donation presented to: Broken 'H' Rescue Ranch, Terrebonne, OR

On 2/21/20, Don and I met with Danyel Usher-Lead Instructor/Barn Mgr; Dave Usher-Horse Health Mgr/Farrier; and Keelen Woosley-Office Mgr. to present the \$500 check to them. Don was the photographer. It was a very heartwarming experience to see the hands-on training. Danyel is a great instructor and encourages the kids with love and patience as they learn to ride.

Their ranch is for children ages 8-17. They learn how to handle horses, how to ride a horse, how to deal with small horse-related chores, etc. They also offer a children's camp, adult riding lessons there or at your location, boarding & horse training. See their website for further detail. <https://brokenhrescueranch.com>

Pictured in the training corral: Danyel riding Dusty, students: Courtney (age 13) riding Shorty, Dally (age 10) riding Hutch





ACTIVITIES

MARCH

- 10 HDCC BUSINESS MEETING – MAZATLAN RESTAURANT, REDMOND
- 16 ST. PATRICK'S DAY PREFUNCTION MC MENAMINS' BEND
- 18 YEAR END BANQUET – THE VIEW @ JUNIPER GOLF – REDMOND

APRIL

- 8 HDCC BUSINESS MEETING – PAPPY'S PIZZA BEND
- 29 SOCIAL NIGHT – E BAR & GRILL REDMOND

MAY

- 12 HDCC BUSINESS MEETING –MAZATLAN REDMOND
- 17 PLASTIC FANTASTIC ALL CORVETTE CAR SHOW, SAN DIEGO CA
- 21-25 RV CAMPOUT CASEY'S RV PARK
- 24-26 BIG SKY CORVETTE MEET – MISSOULA MONTANA
- 27 SOCIAL NIGHT – PICKLED PIG BEND

JUNE

- 4-6 MONTEREY COAST CORVETTE CRUISE EVENT
- 5-6 CORVETTES ON THE COLUMBIA TRI-CITIES WASHINGTON
- 10 HDCC BUSINESS MTG. – PAPPY'S PIZZA Bend
- 5-6 HDCC TROUTLAKE, WA TRIP
FILLED-SEE ALTERNATE LODGING
- 13 HDCC/PORSCHE CAR SHOW-OUTLET MALL
- 13 CORVETTE CITY CRUISE – ROSEBURG, OR

June cont.

- 13 CORVETTE CITY CRUISE – ROSEBURG, OR
- 13 BRIDGE CITY CORVETTE CLUB – ALL CARS MILWAUKIE, OR ELKS
- 24 SOCIAL NIGHT - TBD

JULY

- 4 JULY 4TH @ SISTERS AIRPORT
- 14 HDCC BUSINESS MEETING – MAZATLAN REDMOND
- 15-18 BLACK HILLS CORVETTE CLASSIC SPEARFISH, SD
- 17-18 CORVETTES ON THE HIGH DESERT EAGLE CREST, REDMOND, OR
- 29 SOCIAL NIGHT = TBD

AUGUST

- 11 HDCC BUSINESS MEETING – TBD
- 22 PACIFIC COAST CORVETTES CORVETTES ON THE BAY – NO. BEND
- 26 SOCIAL NIGHT – TBD
- 28-30 SEA TO SKY WHEELS & RAILS SQUAMISH/WHISTLER, BRITISH COLUMBIA

SEPTEMBER

- 8 HDCC BUSINESS MEETING – TBD
- 30 SOCIAL NIGHT – TBD

Remember if you have an idea for a Corvette event or cruise present the idea and plan of action to the activities committee.



HDCC Featured Member John Shaw

John was born in Los Angeles CA and grew up in Eagle Rock located between Glendale and Pasadena. After high school he entered the Navy where his tour of duty was 6 years, two active duty and four in reserves. He was an electricians mate. He said he joined the Navy to see the world but spent his time at China Lake in the Mojave Desert and Long Beach where he was involved in testing torpedo's.

After the Navy he attended Glendale Junior College. He worked with his grandfather as a carpenter and then with Glendale Power and Light. He completed his studies with a degree in electrical engineering. He spent the most of his career with Pacific Power and Light in Portland.

John was married for fifty-four years. His wife passed away two years ago. They have a daughter and twin sons. Also has 8 grandsons.

His main hobby is flying radio- controlled airplanes. Also enjoys fishing at Sutton Lake near Florence. John's father gave him and his brother a 1952 Plymouth which they turned into a race car. He eventually moved onto a 1959 Chevrolet with a 335 HP motor which he also raced.

He recently purchased a 2019 Ceramic white Grands Sport.

Welcome John, we hope you enjoy your time with HDCC.





Mid Engine Monthly Update (John Elegant)

This month's will be quite different for I was invited by GM due to the www.MidEngineCorvetteForum.com to attend its first session of the "C8 FirstDrive" program. We spent day one driving on curvy country roads outside of Las Vegas including the Valley of Fire, then day two entirely on Spring Mountain's tracks. Here is the first half of my each day's reviews — each with a link should you wish to read the second half.

You pick your superlative, and driving the C8 is better than that, whether you just beat your golf handicap by five strokes; finished the most flavorful and tender steak you have ever had; sat on the best beach watching a wonderful sunrise; or just spent the day on a friend's yacht going close haul in a stiff breeze. Driving the C8 is better than all of those and candidly, a hell of a lot easier than driving my superlative C7 Z06 was.

I just completed GM's "C8 FirstDrive" first day program. Thanks to my being a co-founder of the www.MidEngineCorvetteForum.com for that being the basis of my GM invite to this two-day program. We drove the C8's in the beautiful splendor of the Valley of Fire and on similar country roads not far from Las Vegas. It was a superlatively fun experience. Here's one of today's roads that we "exercised" the C8's on.

Piloting a C8 is both a really friendly experience and a most satisfying one. Yet it is exhilarating — for it is as if your driving skills just got improved. It is so comfortable, yet so capable too. And yet a silver lining of the strike, the cars we are driving now have some improved software/system refinements since six months ago when the first reviewers evaluated them, i.e., some of the DCT, ECU, steering, braking, and suspension software systems have been refined since the C8's first media tests six months ago. The strike's extra two months of C8 development had so many downsides, yet had one silver lining!

I must admit that I have never driven a mid engine before, so I am not capable of making a comparison to driving other ME exotics. I do however, have over 2,000,000 miles of driving all kinds of vehicles, including over 250,000 miles of very spirited, curvy, country cornering front engined Corvettes and other sports cars blasting down scenic, isolated, and mostly-mountainous roads.

When at last August's NCM 25th Anniversary Event, I individually approached ten of the top members of the Corvette team and asked them, "what is the ONE thing you enjoy most, surprised you most in a positive way about the C8?" Every single one responded identically, saying "it's the driving experience." They were so right!

Driving a C8 is totally instinctive. It is so much easier to consequently have your driving be much more precise. Coupled with the far better forward visibility, you can carve country corner apex's close to perfectly (and I am far from a competitive racer). Again, I can't wait to get onto the track tomorrow at Spring Mountain. Just driving today around in either a calm or a very spirited pace, you get to concentrate on the minutiae of setting up your car for each corner — WITHOUT YOUR EVEN REALIZING YOU ARE DOING THAT for your eyes, brain, hands and feet are all together around the center of gravity all together; thus you and the car are so easily coordinated without your thinking about what you are doing. At the same time, especially for those of us who have always driven a manual trans before (me owning 53 vehicles in a row), you are the furthest from being bored, instead feeling, "so this is how easy driving such a fast sports car can be." We learned in our first educational session today that Harlan drives his C8's DCT exclusively in manual Trans mode. Even today my first day, with the exception of returning to rush hour traffic on Las Vegas Blvd, I was 80% in manual mode — and once I really get used to C8, I will be living in manual trans mode too. I also love that you can easily and on the fly change the "quickness" of the DCT's shifts through the driving mode control. Want you trans shifts to be butter smooth to the point you do not feel them, you can do that; or if you instead want to be jerked into your seat as you hammer the throttle with the trans set for quickest shifts possible, you can choose that too.

Steering is easy (love the squirele wheel for its functionality and its looks), braking is progressive and super easy to modulate, and shifting is faster than a speeding bullet if you set it up that way, for full acceleration is almost neck-whiplash-inducing. For those who have never gone faster than 0 to 60 MPH in under 3.0 seconds before, you are in for such a treat! Being repetitive with some other previous C8 evaluator's comments, I am glad I was in the driving position most of the time, not just because I love to drive but because that is THE SEAT that controls the car. You make almost 100% of the decisions! While your passenger does choose their seat heat and cooling settings, fan speed, and their cabin's temperature, but beyond that, well one is going to need a six foot crow bar to ever again get me into the passenger seat. Today I also spent some time in the passenger seat, and even there are some really nice enhancements over the C7 and all earlier Corvettes. First there is the much better view out the front, and second coupled with the rear camera mirror for 2/3 LT's, BOTH the driver and the passenger easily see what is DIRECTLY BEHIND THE CAR AND EVEN SOMEWHAT TO ITS SIDE



- For those who have read that it takes a while to “get used to” seeing out the rear camera mirror, neither I nor CorvetteBlogger took more than a few seconds to LOVE and totally adjust to that view. The only negative is if the sun is low in the sky and directly behind you, you can get a little glare in the camera mirror. When that happened for a short time, I just changed the mirror to its traditional view — but as soon as I changed direction, immediately flipped the small switch and moved back to the rear camera mirror’s view. [For the rest of day 1: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/113865-my-c8-drive-day-1>]
- Today we drove all day at Spring Mountain Motorsports Ranch. To say the C8 is thunderously alive in its track element would be accurate. Skipping ahead out of turn to my personal day’s highlight...

Alex MacDonald is GM’s Vehicle Performance Manager. He is not just an outstanding engineer, friendly, enthusiastic and not so coincidentally for his current job, is an amazing road racing talent. As one specific on the Grand Course at VIR, Alex’s C7 Z06 lap time was/is better than Jim Mero’s (and we all know have the ultimate respect for Jim’s incredible many Corvette track records he set and still has at the Nurburgring.

But enough of non-track stuff, the most important takeaway to me was that for those many of us who have never owned a mid engine sports car, please forget the oft-repeated rumors that the adjustment to tracking a mid engine sports car is going to be challenging. Not saying I am now skilled at it, but it is so easy to attack each corner, then unwind the wheel as you blast down each straightaway, then brake before heading into the next corner. With its much better forward visibility, steering to the exact right apex point went well. The C8 is so easy to drive at an extremely spirited pace. Was I driving at close to 8/10’s of what a SCCA champion or Spring Mountain instructor could do? Not even close. But I did have as much fun today as they do! Again, it is so easy to drive a C8 on a track in a fast manner. As I noted yesterday, having one’s personal CoG being located at the car’s CoG increases one’s cornering comfort, improves your driving skills and thus your speeds nicely. At the track today it was even more pronounced that you no longer even subconsciously translate the front engine Corvette’s CoG not being where your own center of gravity is, for as we all know a C8’s COG is at the driver’s hips. As Alex MacDonald noted, that whereas in a front engine car there is a 200-millisecond delay between the front of the FE Corvette starting to experience cornering forces and then later our body starting to experience those same turning moments, there is no such delay in a C8.

- I enjoyed using the shift paddles in manual mode driving around the track at the maximum speed I could master. I never once lost it, but there were a few seconds of adrenaline rush; it was such fun driving corner’s at the limit (well, at my limit). We did this in typical Spring Mountain style of an instructor in a ZR1, followed by a couple or three following C8’s following — as the instructor over the two way radio giving us continued gentle coaching on how to further improve our skills, and also tips on mastering the very next corner. I hit some corners really well, carving the apex perfectly, then powering out of it while unwinding the steering wheel as the instructor comments. Other corners, well let us just say I need to come back to Spring Mountain as part of its C8 Corvette Owners School to do some “more learning.”

I choose to track lap drive both in the DCT’s standard “D” trans mode and “M” mode. While we were told that even for pros the “D” mode is faster, I sure enjoyed using the paddles too. It was my substitute for my not having the clutch pedal as I have enjoyed for over 50 years continuous. Was it just as much fun as shifting traditionally? It was for me today. The D mode shifts are so incredibly quick and precise, both going up and down the gears. I will say as a DCT operates so differently than a manual, and with the closer spaced 1-6 gears of the C8, that downshifting rev match sounds were less pronounced than there were in my manual trans C7 Z06.

I can not wait until you get your C8 and get to experience your joy of driving it! [For the rest of the C8 at the track review: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/114262-my-c8-drive-day-2>]

Other good C8 news is popping out of Chevy that they will soon release 24 new Owner Oriented C8 “How To & Info Videos”: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/113937-24-new-gm-c8-videos-coming-real-soon-to-help-us-learn-more-better-operate-our-c8's>

The most anticipated news out of the C8 FirstDrive event was GM reaffirming that the timetable from the first C8’s to arrive at dealerships remains the end of this month or early next month. We can’t wait. I personally can not wait after having my phenomenal new Corvette. It is scheduled to be built the first week of March. Thanks for reading. As always I can be reached via the MidEngineCorvetteForum via your sending me a private message to “John.”