



High Desert Corvette Club

Newsletter

August 2020

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

Secretary—Dee Ginter

Treasurer—Suanne Sawyer

Sgt At Arms—Chris Andersen

Activities—Sande 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**

Monthly Newsletter September 2020

President's Pondering II

I find it amazing that ¾ of this year is over, what happened? Even with our lock down's and social distancing our activities chairpersons have done an outstanding job finding new adventures for us. The most recent being 11 Corvettes enjoying a beautiful, smoke-free drive over the Cascades with a great lunch at the Long Timber Brewing Co. in Monroe, OR. This was followed by some great wine tasting in the Willamette Valley.

The High Desert Corvette club has made some adjustments for our monthly meetings such as club members holding meetings at their homes to accommodate "social distancing". The August meeting was hosted by Bill and Debbie Scherrer in Sunriver, the September meeting will be hosted by Barry & Christine Larson.

Keep checking the HDCC website for the latest updates and activities. I think you will find our website is awesome. Look for more exciting adventures coming soon to your local HDCC.

This year's PMT, scheduled for Sept 9th, will be a one-night event, with restrictions happening due to COVID-19, social distancing and fires. Signup is closed so be sure and sign up early for next year's event.

We're all looking forward to getting back to a somewhat normal life as it once was. So, for now, continue to be safe and practice social distancing. Hope to see you at a gathering soon.

G-Man

Good things can happen (even in bad times) - Anonymous



Don Ginter

HDCC President



September Anniversaries

2 Rich & Jan Carkhuff

22 Alan & Debbie Fuller

September Birthdays

6 Steve Taylor

7 Marlene Meyers

8 Diane Wedeman

18 Steve Fisher

23 Rich Carkhuff

30 Walt Santos



Walt Santos won the
50/50 drawing \$38.00

ACTIVITIES

SEPTEMBER

8 HDCC BUSINESS MEETING – THE LARSON'S HOME

9-10 PRESIDENT'S MYSTERY TOUR

17 MOUNT BACHELOR SCENIC TRIP

18-19 CORVETTES ON THE COLUMBIA
TRI-CITIES WA (Canceled)

30 SOCIAL NIGHT – BROKEN TOP
COUNTRY CLUB

OCTOBER

13 HDCC BUSINESS MEETING TBD

28 SOCIAL NIGHT TBD

NOVEMBER

10 HDCC BUSINESS MEETING TBD

DECEMBER

9 CHRISTMAS PARTY ASPEN LAKES



Astronaut Alan Sheppard's 1972 Cor-
vette on display at the Kennedy space

August 8th HDCC Business Meeting

The business meeting was held and Bill and Debbie Scherrer's garage also known as Bill's "Man Cave". We got to view all of Bill trophies and memorabilia from his working days. Also we saw Bill's supper cool 1934 Ford. We collected money to help fund the great meal but Bill & Debbie stated this was their treat and gave the money back to the club. Thank you Bill and Debbie.



Donatello's Pizza Trip

On August 5th 11 HDCC Corvettes left Ray's parking lot in Sisters and headed to Marion Forks to have lunch at Donatello's Pizza shop. It was a nice day and an easy drive. The restaurant at Marion Forks has been closed more that it has been open. Donatello's has it's main restaurant in Salem and just recently opened the store in Marian Forks. We ate outside on the banks of the North Santiam River.



Out of Wine Tour

Sande organized a one day trip "The Out of Wine Tour". After a liserly trip through some back roads of Oregon we stopped in Monroe, Oregon. We had lunch and the Long Timber Pub. The Long Timber Mill in Monroe was an historic lumber mill and the last to run on steam engines. The family that owned the historic mill built the Long Timber Pub and is decorated with many logging related items. The food was good and we were spaced throughout the pub, so plenty of room for social distancing. We then wen on the Pfeiffer Winery and enjoyed some of their wines and a very nice sitting area. On to the 5124 winery and more wine tasting. A full day of travel and dinning getting home around 7:00 PM.



New Members Casey and Larilea Gibbs.

Social Night at the Vine and Tap. The restaurant is not normally open on Wednesdays but the owners made an exception for HDCC and we had the restaurant to ourselves.





"Your blood came back as oil, gas and paint. Just how much time do you spend restoring that Corvette of yours?"



"I'm working on pants for old guys. They'll combine the comfort of Dockers, with the protection of Depends. I'll call them Dry Dockers."



"Only took two marriages to restore this baby."



Featured Members Bob and Pat Welsh

Pat was born in Paulsbo, Washington, in April and Bob was born in Oroville California in February. Pat's dad was a true cowboy and spent time buckarooing in Colorado, Washington and California. In the late 1950s he and the family ended up on a ranch in Indian Valley California managing a herford operation. Pat entered high school in nearby Greenville CA, starting her freshman year. Bob's dad was with the US Forest Service in California and then became a telephone man ending up in Greenville CA in 1948 where Bob started the 4th grade. So... we first met in high school and our first date was Valentines day 1955. So we have been hanging out together for the last 65 years. We were part of the Greenville High School class of 1957

After high school we both attended college at Chico State University, Pat received a BA degree in Home Economics and Bob received a BS degree in Civil Engineering. We got married in August of 1961. Pat taught Home Ec in Dos Palos and Gustine, CA. Bob worked for the Bureau of Reclamation on a major water resource project based out of Los Banos CA. Since Bob was in the construction phase of projects there were lots of moves. We lived in Dos Palos, Sacramento, Los Banos and Auburn in CA, Denver CO, Altus OK, Boulder City NV, Washington, DC, Jackson Hole WY, and Bend OR. With all the moving, it was hard for Pat to keep teaching credentials so she worked in Credit Unions, Chamber of Commerce and retail. Bob worked with the Bureau of Reclamation for 42 years.

We have two sons, one lives in Portland, the other in Willows, CA. We have two Granddaughters and one Grandson. We also have 3 Great Granddaughters. All of the Grandkids are in California.

Our C-4 is our first and only Corvette. Our first car was a 1957 Chevrolet (which by the way we shoulda kept). We were going to trade it in on a 1962 Corvette, but our first son decided to show up first so the Corvette turned into a black on black '62 Chevy Super Sport with a 300 hp 327 and 4 speed BW-T10. Any thoughts of a Corvette went on the back burner as we became the sole owners and supporters of Cessna 182 for 26 years (1979-2005). It pretty well soaked up any extra funds, but was a damn fine piece of machinery to get from point A to B. As you can tell, we are GM fans and we considered the 182 the GM of the aviation world.

That is about it for the Welsh's. We felt a need to downsize and get closer to family so made the move from Bend to Newberg in 2016. We think it was the right thing to do, but we do miss the good times we had the High Desert Corvette Club.





HDCC History



Years ago what is now called the Trout Lake Run was referred to as the Huckleberry Run. In 2005 there was an unusual event in which the ever creative HDCC members were able to overcome. As the story goes a large pine tree fell across the road and called a halt to the country side strip. The members were able to remove enough soil and splintered parts of the fallen tree to allow for the cars to move forward under the tree.. In the above picture to the left you can see the tree. The photo to the right shows the splintered portion of the tree near the base that was pulled away to allow the cars to pass under the tree. This story was printed in Vette Vues Magazine. Don Ginter has the magazine if you want to review. Thanks to Ann Lankford for presenting the article.

Corvette Statistics & Related Information

Year Units

Year	Units	
1953	300	First generation (C1) begins: production starts on June 30: polo white with red interior and black tops is only color combination. Options were interior door handles; "clip in" slide curtains were a substitute for roll-up windows.
1954	3640	Production moves to St Louis: exterior colors-blue, red, and black are added: top color-beige is added, longer tail pipes.
1955	700	Both inline-6 and 265 Cu in (4.34) engine produced; 3 speed manual transmission added late in the model year.
1956	3467	New Body with roll-up windows; V8-only, 3 speed manual transmission becomes standard equipment and Powergide moved to option list.
1957	6339	283 cu in V8 Optional 4 speed manual and fuel injected engine option added.
1958	9168	Quad headlights and longer, face-lifted body; new interior and dash, fake louvers on hood and chrome strips on trunk lid. Number of teeth in grille reduced from 13 to 9
1959	9670	First black interior and dash storage bin; only year with a turquoise top; louvers and chrome stripes from 58 model.



Corvette Statistic Continued

Year	Units	
1960	10621	Minor changes to the interior , red and blue bars on the dash logo. Vertical stitching on seats.
1961	10939	New rear styling , bumpers, and round taillights. New fine-mesh grill 327 Cu In V8 Engine : last year with a trunk until 1998. New black grill with chrome surround, chrome rocker panel moldings.
1962	14531	Second generation (C2) new coupe body style introduced (only year for split rear window) coupe more expensive than convertible.
1963	21513	Rear backlite windows of coupe changed to single pane window, hood louvers deleted
1964	22229	396 cu in Big Block V8 added; last year of fuel injected engine option. Side discharge exhaust introduced. Manufacturer colors change color code names. 4 wheel disc brakes.
1965	23564	427 cu in Big block with unique bulging hood; 327 cu in 300 horsepower small block VA standard. Head rests, 4 way hazard lights, day/night rear view mirror were not standard but were factory options.
1966	27720	Five-louver fenders are unique; Big Block hood bulge redesigned as a scoop; parking brake changed from pull-out under dash handle to lever mounted in center console The 427 Tri-power would become a sought –after Corvette.
1967	22940	Third generation ; New body and T-top removable roof panels , new interior, engines carried over, three speed Turbo Hydra-matic replaces two speed Powerglide as automatic transmission option.
1968	28566	First year of the 350 cu in Small Block , longer model year extended to December 1969 due to delay in introduction of 1970 model; Stingray front fender nameplates added, new interior door panels and inserts, 17 in black vinyl steering wheel replaces 18 in wood rim wheel.
1969	38762	First year of the LT-1 Small block and 454 big block; three speed manual transmission dropped and four speed manual became standard with turbo hydra amatic available as no- cost option with all engines except LT-1; 350 postreaction made standard equipment, introduced along with the second generation Chevrolet Camaro on Feb 26, 1970, new egg-grate metal front grills and fender grills, lower molded fender flares, new hi back seats and interior trim new custom interior options includes: leather seat trim, cut-pile carpeting, lower carpeted door panels and wood grain accents.
1970	17316	Significant power drops due to reduced compression ratios to meet GM corporate edict requiring all engines to run low-octane unleaded gasoline; power ratings dynameter while “net” ratings based on power as installed in vehicle with emission controls.
1971	21801	Power ratings now advertised in SAE net figures, last year for LT-1 engine, front and rear chrome bumpers, removable rear window and windshield wiper door.
1972	27004	



Year units

1973	30464	5 mph front bumper system with urethane cover, pot-metal front grills (black with silver edges) chrome real bumpers unchanged, new design front fender ducts, first year for radial tires equipment) rubber body mounts, new hood with rear air induction and under-hood insulation, new front-end (round) emblem, cross-flag gas-lid emblem deleted towards the end of the model year. LS4 454 ci had 275 hp and Li, 350 ci had 250 hp.
1974	37502	5 mph rear bumper system with urethane cover to match previous year's front bumper. New recessed taillamps and down-turned tail-pipes. 1974 is the only year with two piece rear bumper cover with center-split. No gas lid emblem was used. Aluminum front grills, dual exhaust resonators added, revised radiator cooling and interior a/c ducts, integrated seat/shoulder belts in coupe,. Last year for true dual exhaust system, last year for the 454 big block engine in a Corvette, which was the 270 hp.
1975	38465	First year of Catalytic converter and single- exhaust, black(painted) bumper pads front and rear, redesigned inner-bumper systems and one piece rear bumper cover, plastic front grills (all black) amber parking lamps lenses (replaced the clear lenses on 1973-1974) new emblems, last year of C3 convertible,. The biggest engine was the L82 350 with 205 hp, down from 245 in 1974.
1976	46558	First-year for steel floor panels, cold-air induction dropped, new aluminum alloy wheels option, new one piece rear "Corvette" nameplate (replaces Letters) The L82 350 had 220 horsepower.
1977	49213	Last year of the 1968 flat rear glass design , Black exterior available (last year—1969) new design "Corvette Flags" , frontend and fender emblems. New interior console and gauges, universal GM radios. The biggest engine was the Li82 350 with 210hp.
1978	46776	25th Anniversary, New fastback rear window, Silver Anniversary and Indy 500 Pace Car Special Edition; Pace-car included sport seats and spoilers front and rear limited option-glass T-tops; redesigned interior, dash, instruments. The biggest engine was the L82 225 hp.
1979	53,807	Sport seats (from the previous year's pace car) front and rear spoilers optional, glass T-tops optional, New interior comfort features; highest Corvette sales year to date. L82 with 225 hp.
1980	40,614	Lightened materials, new hood , front end with molded spoilers, rear bumper cover with molded spoiler and new tail lamps, Federal government required 85 mph speedometer; California cars powered by 305 V8 and automatic transmission for this year only, last year for L-82 350 and 230 hp.
1981	40606	Production is switched rom St. Louis to new Bowling Green plant, 350 cu in V8 returns in California cars, last year for manual transmission. The biggest engine was the L81 350 with 190 hp.
1982	25,407	New cross-fire fuel-injected L83 with 200 hp. New automatic overdrive transmission. Collector Edition features exclusive hatch rea window is 1/4 of production.

More Corvette Statistics Next Month 1983 thru 2020



Mid Engine Monthly Update: 2020 HTC Featured

This month we feature the exciting 2020 hard top convertible (HTC) mid engine C8. It started down the production line a few weeks ago, and are now arriving at dealerships. I was so fortunate to be invited to the HTC's original reveal and this is one amazing looking, functioning, and super performing Corvette convertible. If I were to do it over again, might I have skipped our loved 2020 C8 couple and instead waited for the HTC? As we are now repeatedly reading of new and even used C8's selling at up to \$25,000 over their actual paid Monroney sticker, might the first HTC's go for even more than that?



Bowling Green Assembly plant continues to shine, having produced way more than 5,750 C8's since the May 26th production resumption (in fact by the time some of you read this it could be as many 6,500 could have been made (above and beyond the 2,741 made in the initial Feb/March first assembly period). The line is now functioning at its full assembly rate with both convertibles and coupe intermixed. While there was a C7 parameter that the no two convertibles could be nose to tail on the assembly line, we do not believe that this is the case for the C8; however, probably not three in a row.



Many months earlier, Harlan was caught driving a test version HTC.



As always occur at this point in the first year of a new generation Corvette, rumors abound about the next, in this case the Z06, model. Of course as we know for every rumor that turns out to be correct, mega-times that amount turn out to be just plain wrong. However, what are the three most prevalent C8 Z06 rumors, though I would not put any stock in any of them being a “for sure” yet? They C8 Z06 will be a 2022 model, revealed sometime during 2021 (this is the most probable rumor becoming reality); that the Z06 will be a naturally aspired, 5.5L flat plane crank motor; and, that it will redline at +8,500 RPM. For a complete discussion of the pros and cons if the latter two items were to become reality: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/179134-600-hp-z06-c8-coming-with-8500-rpm-red-line>

When Z06 facts appear — which unfortunately will not be for up to a year from now, and then for real within an official GM press release, that information will appear immediately at: www.MidEngineCorvetteForum.com. At this time we need to realize that GM has yet to even state that there will be a C8 Z06. However, just as I had a deposit on the 2020 C8 mid engine for years before its reveal, I have had a separate deposit on a Z06 for 2 1/2 years. We will have a C8 Z06 , but will their annual amount be limited? Again that conversation is at the above link.

If you wish to learn more about the design considerations and reasons behind the formation of the C8, there was an interesting interview held with Chief Corvette Exterior Designer Kirk Bennion. Story and video are here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/178602-kirk-bennion-on-key-design-features-of-the-c8-corvette>

