



High Desert Corvette Club

Newsletter

November 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 November 2020

President's Pondering II

With everything we have all been put thru this year - COVID-19, Fires, and medical, we all made it with flying colors, so kudos to everyone.

Happy Veterans day, thank you for your service. Happy Thanksgiving to everyone and hope the holiday is enjoyed by all.

Last month's meeting was a great success at the McCleans home. We had 32 members attend and catching up with friends & family.

Even though everything is still on somewhat of a lockdown mode our activities chair people have found things to do even with limitations, ie. Broken Top social gathering and excellent food. Scott & Ginger Foote assisted with getting access.

Our last highway clean-up for this year (we do 2 a Year) was good and we have the cleanest Mile of highway on 126. There was quite an accumulation of trash (10 yellow ODOT bags full) plus additional debris. I want to thank everyone who helped (1hr - 1 ½ hr time frame) and the distance they drove - John Burgess, Harry Bongers, Tim & Marlene Mangan, Casey & Laurilea Gibbs, Pee Wee & Hazel Blackmore, Tom Gray, Don & Dee Ginter. A special thanks to our coordinator Pee Wee & Hazel for supplying water, coffee and donuts for the work-a-bee's.

So, for now, continue to be safe and practice social distancing. Hope to see you at a gathering soon.

NOTE: The November meeting will be held at the Pour House Grill in Bend. Due to the uncertain changes in weather we needed a place to seat everyone INSIDE out of the elements. Details to follow.

Don Aka G-Man



It does not matter how slowly you go as long as you do not stop.
Confucius

Don Ginter

HDCC President



October Anniversaries

- 03 Dean & Sandi Cowell
- 05 Gary & Janis Silence
- 07 Dale & Jean Krehbiel
- 10 Ron & Sonya Massey
- 20 Don & Dee Ginter
- 18 Steve & Barbara Fisher
- 28 Mike & Suzanne Sawyer
- 29 The Deane Cooper's

October Birthdays

- 04 Sande Burgess
- 06 Ginger Foote
- 10 Stan Schrank
- 13 Dave Schneider
- 16 Alan Fuller
- 19 Kimi Broadley
- 19 Carolyn Davis
- 20 Christine Larson
- 20 Ron Wedeman
- 25 Jere Smith
- 26 John Shaw
- 27 Chris Andersen

ACTIVITIES

NOVEMBER

10 HDCC BUSINESS MEETING The Pourhouse in Bend.

NO VETERAN'S DAY PARADE

NO SOCIAL NIGHT

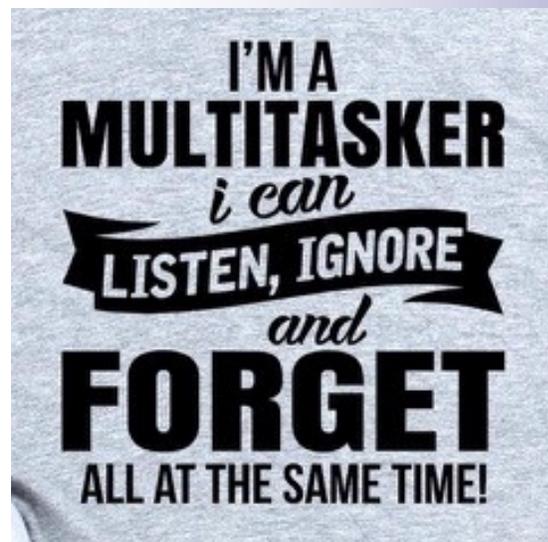
DECEMBER

NO BUSINESS MEETING

9 CHRISTMAS PARTY ASPEN LAKES



Chevrolet Suburban 85 years ago





Meeting Minutes Deleted From This Section

HDCC Adopt A Highway Program



Eleven HDCC members came out for the highway clean up. It was a cold and windy day but we got it done.

A big thank to all that participated and thanks to Peewee & Haze Blackmore for organizing the event.



HDCC Featured Members

I (G man) was born in Indiana and my family (parents and 1 sister) moved to SoCal when I was 13. We lived in Bell until after I graduated, got married and moved to Downey. We had a son and a daughter both who are still living in SoCal. We have two grandsons, also living in SoCal. I worked in sales management from my early days of installing speakers, stereos and spotlights in cars. I moved on to manage an off road retail store, then a Jeep specific 4WD store, got into car suspensions and retired from Honda Goldwing brick and mortar internet store as sales manager in Lake Forest, Ca. I divorced in the mid 70's then met Dee, on a blind date. We both had never wanted to go on a blind date but it's a great thing that we did. She too was going through a divorce so we certainly had something in common. We married in 1976 and have had many fun adventures together.

I (Dee) was born in Long Beach, CA and was adopted at birth by a wonderful family. I was raised with one sister who was also adopted. In 2007 I had the opportunity to research my birth family and found more loving siblings in CO, NV and ID— 1 half sister, 1 half-brother and 1 brother. The reunion in Jackson Hole, WY was very emotional, but wonderful. We had family visits when we could but sadly, all my birth family siblings have passed. I grew up in Los Alamitos, then Lynwood, CA. I got married but divorced a few years later. I stayed in SoCal, met Don and lived in LA county then San Bernardino county until our move to Central Oregon in 2015. I worked as an Administrative Assistant at companies such as Sears, Sapolin Paints (Treasure Tone), Gallo Wine Co, then retired as an Executive Administrative Assistant after 22 years at Northrop Grumman Electronic Systems in Azusa, CA.

We have a few hobbies—Dee likes working in the yard, reading, enjoys writing letters/cards to family/friends, and has taken golf lessons. Don likes being in his Man Cave doing car stuff, enjoys golf and we both love wine tastings with family/ friends.

In 2004 we bought our first GoldWing motorcycle and traveled extensively.. In 2010 when Dee retired we bought a new GoldWing and continued our adventures until we move to Oregon. We sold our bike in 2018 but not before logging over 270,000 miles.. We joined HDCC in 2016 before we even had a Corvette, but soon found our 2013 cyber Gray GS. We loved that car but successfully sold it after purchasing a new 2019 Long Beach Red GS.



Broken Top Social Night



HDCC Business Meeting at the McClean's



- **This 1950s Corvette clone is actually a \$160,000 hybrid sports car out of China — check out the 'SS Dolphin'**



Chinese automakers have a knack for 'borrowing' designs from major companies, but they're [usually taken from newer vehicles](#). That isn't the case with Songsan Motors' SS Dolphin, which is a clone of the 1958 Corvette C1. The company doesn't even try to hid this as [their website](#) shows celebrities such as Brad Pitt, Tom Cruise and George Clooney behind the wheel of the classic American sports car.

Given that the SS Dolphin is a modern-day knockoff, it features four circular LED headlights and a Corvette-inspired chrome grille. The model also has a chrome framed windshield and bodywork that is vaguely reminiscent of the C1.

The rear end is almost an exact copy as the biggest difference is an SS Dolphin badge instead of a Corvette logo. Speaking of the back, the car's hardtop can be placed in the trunk for spur of the moment open air enjoyment.

In terms of size, the model measures 189 inches (4,800 mm) long, 72.8 inches (1,850 mm) wide and 54.7 inches (1,390 mm) tall. That makes it 11.8 inches (300 mm) longer and 3.7 inches (94 mm) taller than the original.

While exterior screams classic Corvette, the cabin blends old school styling with modern technology. Details are limited, but we can see a digital instrument cluster and a 'floating' infotainment system. Other highlights include wood trim, metallic accents and a flat-bottomed steering wheel.

P.S. I don't think the young lady pictured with car is a standard option

From MSN.COM

Quadriplegic To Drive Specially Prepared C8 Corvette In USCA Event



Sam Schmidt was rendered a quadriplegic after a horrific crash at the now-closed Walt Disney World Speedway back in 2000. While the crash ended Schmidt's driving career and left him confined to a wheelchair, the IRL race winner has been able to return to the driver's seat in recent years with the help of new technology developed by Arrow Electronics. Now, thanks to Arrow, Schmidt's getting the opportunity to get behind the wheel of a particularly exciting new car: the mid-engine C8 Corvette.

Arrow Electronics has been working with Schmidt to develop the Semi-Autonomous Motorcar or (SAM) for the past six years or so. The experimental vehicle, which was originally based on a [C7 Corvette Stingray](#) and then a [C7 Corvette Z06](#), allows Schmidt to steer using his head movements and modulate the throttle and brake by sucking and blowing through a tube. Schmidt has [already raced Mario Andretti](#) and [went up Pikes Peak](#) in his specially prepared [Corvette](#), and once even drove [NBC Today host Harry Smith through Manhattan in it](#), so Arrow figured it was time to take the project to the next level.

The company recently unveiled the latest [C8 Corvette Stingray](#)-based SAM Corvette, dubbed the SAM III. Schmidt plans to compete in the upcoming Optima Ultimate Street Car Challenge event with his new SAM C8 Corvette, which is being held at the National Corvette Museum Motorsports Park. In entering the USCA event, Schmidt hopes to help pave the way for other injured race car drivers and maybe even war veterans to be able to compete in different motorsports categories using systems similar to the SAM.

From GM Authority



This Is The C8 Corvette Z06, Not The C8 Corvette Grand Sport



New images of a [C8 Corvette](#) prototype have appeared online, showing off what appears to be an up-and-coming go-faster variant of the latest mid-engine Chevy sports car. However, while some are labeling this as the [C8 Grand Sport](#), we're here to tell you that it is in fact the [C8 Corvette Z06](#).

According to *GM Authority* sources, this prototype is the C8 Corvette Z06 model, and not the Grand Sport. For now, the future of the C8 Corvette Grand Sport is a bit hazy, and it's possible Chevy may not make a C8 Grand Sport at all. Rather, the Grand Sport could instead be folded into the upcoming [C8 Corvette E-Ray](#), but as of this writing, there are no C8 Corvette Grand Sport mules or prototypes in existence.

As for the C8 Corvette Z06 prototype pictured here, we see the same camouflage and exterior components as previous Z06 prototypes, including heavy black body covers, white-and-black camo for the body panels, and wheel covers at all four corners hiding carbon fiber rollers.

As *GM Authority* has reported for the last year, the C8 Corvette Z06 will come equipped with the naturally aspirated [5.5L V8 LT6](#), which includes a flat-plane crank, dual overhead cams, and 32 valves, with a redline in the 8,500- to 9,000-rpm range. Output should be around 600 horsepower and between 480 and 550 pound-feet of torque. This engine is previewed in the competition-spec Corvette C8.R, and brings the Z06 nameplate back to its roots as an atmospheric track-ready speed sled.

Additionally, the new Z06 is expected to offer three individual aero packages with a mix of active and passive features.

The upcoming C8 Corvette Z06 is expected to arrive in the second half of the 2021 calendar year for the 2022 model year.

The new C8 Corvette Z06 will also be the first of several go-faster [mid-engine Chevrolet Corvette](#) variants, with the C8 E-Ray, [C8 ZR1](#), and [C8 Zora](#) following later on in the model's lifecycle.

From GM Authority



Winterizing Your Corvette

Many of us put our Vettes away during the ice and snowy months. Lots of varied opinions on what to do to winterize your car. Here are a few ideas floating around. Not hard fast rules but just suggestions, you can pick out what works for you.

1. Install a battery tender to maintain a charge. Remember not all battery tenders are created equal. Spend a little more and get one that stops charging once the battery up to appropriate level. A continuous charging can reduce your batteries life.
2. Previous thinking was fill your tank with fuel to prevent condensation & add fuel stabilizer. Now the word is to fill tank to one quarter full as the sulfur in the fuel may foul the sending unit in the fuel tank which results in incorrect readings on your fuel gauge.
3. Some place carpet or special foam pads under the tires to prevent flat spots. Others just turn the car around so that the car is resting on a different spot on the tire. It is not recommended to jack your car up as this can stress the suspension and the shocks.
4. If possible, start the car every week or so and get it up to temperature.
5. If your storage space has a tendency to attract mice or rats be sure to take measures to prevent their invasion into your car.
6. Finally if you drop some of your insurance remember to reinstate the insurance and double check to be sure that has been accomplished. Most insurances send conformations as to changes made in policies but in the paperless era it would be easy to overlook a notification.

These are only suggestions, pick out what works for you.



Mid Engine Monthly Update: Latest C8 News (John Elegant)

We have an exciting picture and “news” breaking about the upcoming C8 Z06. Yes this picture speaks a full 1,000,000 words, and there are now more videos which have us hearing the motor of this model being a flat plane crank. This of course echoes the C8.R’s sound and with the IMSA racing body requiring a motor to be based on at least 500 production versions; that too lends credence to the Z06’s motor being a 5.5L naturally aspirated flat plane crank engine. Of course nothing yet has even officially GM confirmed there will even be a C8 Z06, but if it quacks like a duck. Thanks Corvette Blogger for this “confirming” picture.



Major analysis and discussions are occurring here about the Z06’s wing, front corner dive planes, its “wider but not as tall” rear fascia exiting air ducts, and its great looking deeply concave wheels:
<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/197230-spied-2022-corvette-z06-with-a-rear-wing-and-undisguised-wheels>

The Chevy 2021 “Build and Price configurator is now up and live, important as IMO the first consensus is starting on November 12th; I believe it will be this date as GM has lately been initially having their consensus start on the second Thursday of the month: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/200285-2021-c8-configurator-is-live>

Meanwhile, on the unfortunate but needing to be worked through side of the C8, is that there are currently four different C8 recalls — all of which were not caused by any oversights nor engineering omissions by the Corvette’s design nor engineering teams in creating the C8, but all being the result by supplier manufacturing issues. We are still learning about the magnitude of some of them. An exception is that 39 C8’s in total had a manufacturing problem with the C8’s brake module. Before getting to the remaining three recalls, we need to digress on the continued major problems Bowling Green Assembly is having with getting 100% of its C8 400, *unique* suppliers to keep their parts in sufficient supply to not interrupt nor slow down the manufacturing process. Finally after repetitively needing to juggle which cars with which options can be made due to incessant supplier parts shortages, BGS cried “uncle” and for the week of October 12th shut down the plant entirely — but only for that week to allow its 400 unique Corvettes suppliers to catch up so daily 180 unit daily-target C8 production could resume. With its resumption of production on October 19th, GM which has already successfully made over 13,000 C8’s this 2020 challenged year, re-announced on October 8th that it still will complete the remaining 7,000, **continued next pg**



status 3000 remains 2020 C8's this year. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/197152-plant-shutdown>

The C8 won another major award this past month when Popular Mechanics declared it its 2020 Car of the Year: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/196943-c8-“car-of-the-year”-by-popular-mechanics>

No C8 Grand Sport? Instead a hybrid “E-Ray” with AWD? That rumor has again resurfaced, this time with more “supporting information?” With 600 HP too? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/197227-no-c8-grand-sport-but-e-ray-hybrid-is-coming-soon-per-automobile-magazine>

If this is later confirmed, as of course GM right now only acknowledges that there are two C8 models, the 2020/21 Stingray coupes and the 2020/21 Stingray convertible, this would be a massive “sea change” for Grand Sports were chosen by one-third of all C7's purchased the last three years of that generation and were also a very popular C6 model. Really no more Corvette Grand Sport — instead a E-Ray which is an AWD hybrid?

Want to watch a really good review video of the C8 hard top convertible: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/199121-c8-htc-review-by-steve-hammes-another-great-video-review>



As to the nagging issue of current C8 recalls... First, for anxious C8 owners wondering if any of these effect their completed C8, at all times owners can go to the National Highway Traffic Safety Administration site and determine whether their C8, in fact every vehicle sold within the United States, has an active recall here by typing in their VIN: <https://www.nhtsa.gov/recalls> The four current recalls are the driver's side seat belt seatbelt pre-tensioners (thankfully affecting only five total C8's according to “Consumer Repairs”), faulty brake modules (effecting those just 39 C8's — including mine), its infotainment radio receiver failing but in such a way that it results in a constant battery draw that will cause battery charge depletion, e.g., no start, thought this has been a very infrequent problem with our only so far our learning of a handful effected by this issue.

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However, what we are lacking at this time is any information from GM as to the number of Corvettes who have one or more faulty, cracked piston rings — with occasionally those failures resulting in the need for a major motor rebuild or even replacement. We have learned that the piston ring problem covers the time of C8's manufactured between July 1st and September 15th, and that the LT2's defective piston rings actually are part of a much larger problem, effecting nine different GM models including SUV's and pickups. Did the supplier fail to properly heat treat the piston rings? Use the wrong component metals? We do not yet know. But again, how many C8's have this problem? So far we have read from owner reports that there are around 50 in that have had this problem, but is this about the right number? GM does not yet know this (or at this time is not sharing how many there are), but we did learn that when a C8 has been GM identified with this issue for C8's manufactured during that window, that the warranty paid repair is to replace every one of that LT2's rings on every motor that has at least one cracked ring.

As to the fix for the few defective radio infotainment receivers, that is clear and easy, i.e., GM is replacing the few defectively manufactured ones with a new one. The five defective driver's side seat belt pre-tensioners are similarly being replaced. As to the 39 brake modules identified as having a manufacturing flaw in which some foreign material contaminated the brake sensors, as of now GM has identified the fix of replacing that faulty unit but interesting says that "no remedy is yet available." Not enough replacement parts for 39 total units???

The C8's exhaust has been the subject of mega millions of hours of joy. How was it created? What were the major considerations in its design? And what were the unique problems to create it? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/199210-symphony-in-the-key-of-c8-latest-article-from-sae-automotive-engineering>

Thanks for reading. As www.MidEngineCorvetteForum.com approaches 10,000 threads, we hope you have enjoyed the C8's news, discussions, conjectures, pictures and videos with us. More to come every day. **Here's to many more miles of Corvette driving smiles**



"No, he hasn't suffered a tragedy. He's sobbing because he's putting his Corvette away for the season."

