



High Desert Corvette Club

Newsletter

December 2020

Officers and Volunteers

President—Don Ginter

Vice Pres.—Tom Gray

Secretary—Dee Ginter

Treasurer—Suzanne Sawyer

Sgt At Arms—Chris Andersen
Activities—Sande Burgess

Website—Walt Santos

Membership—Roian 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

.Happy Holidays HDCC members.

Presidents Pondering II

Just a friendly reminder that we do not have a December meeting, but do plan on having our annual Christmas party on December 9th.

As of this moment, the annual Christmas party is still on, but it will depend on the governor's next message. As you know, this lockdown has been extended to January 1, 2021 therefore the **HDCC Christmas party has been canceled**. Being in a continued lock down sure is testing my patience, but I'm sure you all feel the same. We will get thru this, and be much stronger.

Because of the Covid-19 virus our club activities have been very limited, with the exception of when the activities couple finds a window for us to gather. John and Sande are doing a great job and we thank them.

Our last meeting was held at the Pour House in Bend. They had started closing on Tuesday nights, but opened the restaurant as a 'private party', just for us. Good food and some adult beverages were enjoyed by those members in attendance. Thank you to those who came out on a cold, rainy and snowy night. We truly appreciate it.

May you have a very Merry Christmas with your family, whether it's in person or video connections. It's a challenging time so let's all keep positive thoughts that 2021 gets us past this pandemic and brings good health to all. Here's to a Happy New Year!

Good, better, best. Never let it rest. 'Til your good is better and your better is best. St. Jerome



Don Ginter

"The G-Man"

HDCC President



December Anniversaries

- 12 Mike & Judy McClean
- 05 Henry & Joan McDonnell
- 29 Barry & Christine Larson

December Birthdays

- 05 Ann Lankford
- 07 Jessica Andersen
- 15 Scott Foote
- 28 Deane Cooper

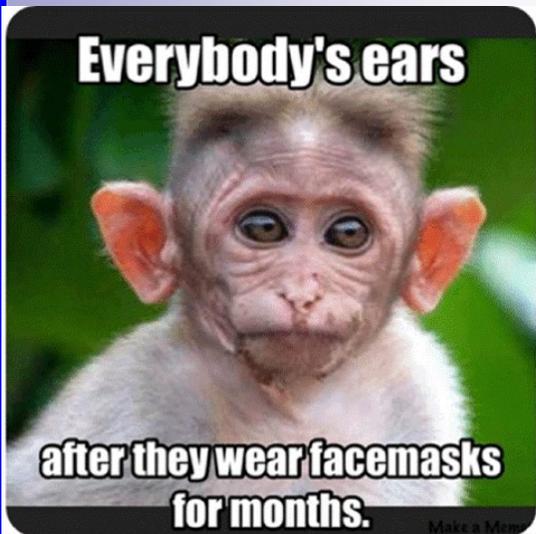
ACTIVITIES

DECEMBER

NO BUSINESS MEETING or SOCIAL NIGHT
 9 CHRISTMAS PARTY ASPEN LAKES Canceled



Don Ginter was the winner of the 50/50 Jackpot drawing. Don gave \$20.00 to HDCC



Random Thoughts

- Chocolate is God's way of telling us he likes us a little bit chubby.
- We all get heavier as we get older, because there's a lot more information in our heads. That's my story and I'm sticking to it.
- It's weird being the same age as old people.

HDCC Featured Member Jere Smith

He was born and raised in New Jersey. After graduating high school he attended automotive tech school. He later joined the Air Force for 4 yrs. with 1 yr. in Vietnam, and served as an Aircraft mechanic which sprayed Agent Orange in Vietnam. After the service he got married and worked for his father-in-law. He was building steel building construction but was eventually laid off. He then bought a lawn and garden equipment store adding a rental store to it. He sold the business and moved to Salt Lake City in 1983 where he hooked up with a friend who owned AA Automotive repairing cars and trucks, and helped the AA team racing top fuel sand draggers.

*Unfortunately, he hurt his back so he switched gears and enrolled in a computer school where he learned how to fix computers. **He met** a guy who said they should move to Bend, so in 1987 they did. With no money and no business he started his own business: DSI computers where he succeeded for 29 years before retiring. Oh, and somewhere in between got married again, and divorced. He has a son who's 49 and had owned Bend Cyclery but lost the business, unfortunately, due to his leukemia diagnosis (a result of his father's exposure to Agent Orange in Vietnam). He also has a daughter who's 46. She and her husband, a project managers they are on the road and live in a motorhome. In Oct 2019 He had a successful bypass surgery. He has been in the HDCC for 21 years.*

(submitted by Dee Ginter)





The 2020 Corvette Keeps Rolling Off the Line

With all that's been going on in 2020, it's a wonder anyone can get anything done at all. However, it's great to see folks still making the best of a rather crummy year. **The team at the Corvette Assembly Plant in Bowling Green, Kentucky, just keeps going and producing [2020 Corvettes](#).**

On October 30th, the plant should've been able to surpass the **15,000 VIN**, according to [Corvette Blogger](#), which means it's well on its way to that 20,181 number that customers have ordered. **There are only about 5,000 Corvettes left to build.**

At the current rate, the plant is building about **880 Corvettes a week**. That pace should continue into November and on from there. If possible the team at the assembly plant could even produce a few more cars to meet the goal.

Regardless, the plant should be able to hit its **20,181 goal** for 2020, though it may need to stretch into December to do it. This doesn't come as a surprise with all that has been going on with the pandemic. The only way things could be thrown off is if there's another parts shortage or the plant was forced to be shut down for a health reason. At this time things seem to be going well, and we're keeping fingers crossed that will continue.

Here Are The Most Popular Colors For The 2020 Corvette Production Year

Torch Red	25%	Long Beach Red	5.2%
Artic White	15%	Accelerate Yellow	3.3%
Black	11.7%	Zeus Bronze	2.7%
Sebring Orange	6.8%		
Elkhart Lake Blue	6.7%		
Rapid Blue	6%		
Ceramic Matrix Gray	5.9%		
Blade Silver	5.5%		
Shadow Gray	5.4%		

Thanks to everyone who sends in the cartoons and jokes. I appreciate this as there is not much to report in the Newsletter. Hopefully this COVID problem ends soon and we can get back to being Corvette junkies.

SANTA'S GONE STINGRAY
That's right folks, Santa's traded in his sleigh for a sleek, sharp reconditioned Corvette. He couldn't resist the streamlined beauty... Besides he can get around much quicker now - 427 reindeer power as compared to his old 8 (And please don't ask us to name his 419 new ones!)

And he's giving them to good girls and boys for Christmas

How About This
'67 Stingray Convertible
for Only
\$3795.00
Red 427 - 350
4 Speed

1967

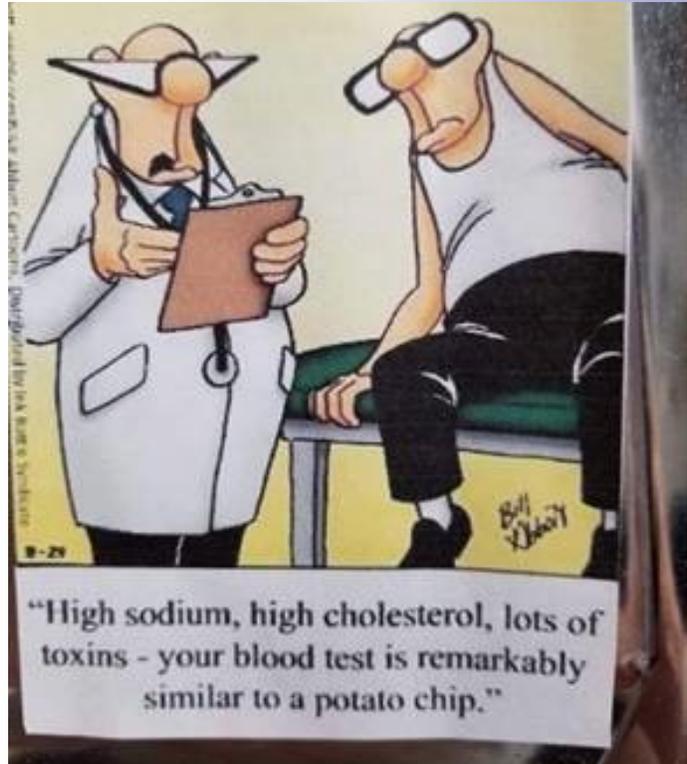
And here's a list of some other Creampuff Corvettes

'66 Blue Convertible 300 - 4 Speed \$3150	'65 Blue Coupe Power & Fact. Air 300 - 4 Speed \$2750	'63 Red Hardtop 365 - 4 Speed \$2250
'65 Yellow Convertible 365 - 4 Speed \$2750	'65 Yellow Convertible Chrome Wheels 365 - 4 Speed \$2650	'62 White Convertible 348 - 4 Speed \$1795

Ray BOYLES'
Corvette VILLAGE
In Stingraytown

6224 Raytown Rd.
FL 3-3319

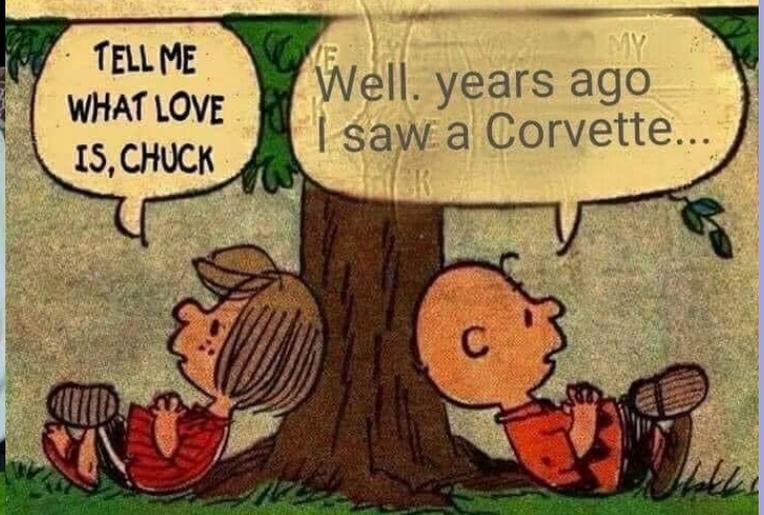
Dec 14 - 1967



If you see my mom on Facebook, please remind her I'm still in the sink.



PEANUTS



Wreckage from the 2014 Collapse Of the Corvette Museum Bowling Green, WI





2020 Corvette Statistics

	Stingray Coup	Stingray Convertible
Volume	82.4%	17.6%
Total Model	16787	3581
Packages:		
1LT	2663	283
2LT	6685	1281
3LT	7439	2017
Performance Z51	12746	2730
Power Train		
LT2 8CYL	16787	3581
MIL 8 SPD DC	16787	3581
Axle Rear 4.89	4041	851
Axle Rear Z51	12746	2730
Performance Exhaust	14945	3229
Battery Maintainer	5775	1525
<u>Chassis</u>		
Standard Susp	4041	851
Z51 Susp	3805	680
Magnetic Ride	8941	2050
Front Lift	9424	2475
Z51 PS45 tires	12745	2730
All Season perf.	4041	851

Go to the [Corvette Museum website](#) for complete listing of all 2020 Statistics



2020 In the Rearview Mirror



President's Mystery Tour



Trout Lake



Out of Wine Tour



Donatello's Marion Forks



HDCC Halloween 2020





Mid Engine Monthly Update: 2020's Ending: 2021's Starting ([John Elegant](#))

What an emotional whirlwind started on 7.18.19. Under 3.0 seconds to 60 MPH and under \$60,000 MSRP!!! Demand went through the roof (and still is). As many professional industry analysts have noted, the C8 remains the hottest new vehicle introduction ever. Over 10,000 customers who thought they would be able to get a 2020 mid engine Corvette failed. Could be twice that number for some temporarily gave up and instead got on a dealership's 2021 C8 list. Many dealers are already sold out for all their 2021 allocations. Sure one can always buy a new Corvette over way list, but whom financially sane does that?

But more than the 2020 and the 2021 StingRay's being sold out (or in the case of the latter will be sold out everywhere at sticker within the next couple of months), there are already massive lists for purchasing a 2022 Z06. Dealer lists over 100 long for that model are at several dealers right now. Want a 2022 Z06, then IMO you need to be on a reputable dealer's list NOW. Speculation of when that first C8 Z06 will start down the production line is rampant. We even received two "clues" this last month that next October could well be that production line initiation.

While it is a little older news but still superbly exciting, here is the mule sighting of a probable future Z06. As typical however, GM has not even acknowledged that there will be a single future model C8, but looking at the C5, C6, and C7 generations, Z06's were exciting parts of every one. We all know that C8 Z06 sighting's and information are just rumors, but FWIW here is a thread with its having a picture worth 1,000+ words to gear up the speculation. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/195377-latest-c8-z06-spy-pictures-and-rumors>

Meanwhile "closer to home" at the time one reads this, the 20,131 unit 2020 model year, mid-engine Stingray production will have close to or just ended. Will the 2021 production start the week before the annual Bowling Green Assembly Plant two week Christmas/New Year's vacation, or will it starting on Monday, January 4th? A GM internal document said that it would start on Tuesday, December 8th but that was before a couple of more BGA plant shutdowns due to the virus again stop poking parts supply. But even more important, how long will the 2021 model year be? Some speculate it too will go until December next year, but other birdies are whispering that the 2021 model year will be a short one, that GM will return to its more traditional process of ending annual production around September 1st. If it is the latter, again tens of thousands of folks who thought they would be getting a 2021 will just like those who were crushed they did not get a 2020 C8, will likewise not get a 2021 — being instead forced to wait for a 2022. But for those wanting a C8 Stingray which likely won't be model changed but very slightly from 2021 to 2022, might that even make more than the most minor difference?

As many are now choosing their 2021's exact options (initial allocations opened up on November 12th), that is a tough set of decisions, including many debating the biggest one of coupe versus hard top convertible; to assist here is a worthwhile thread to help make that choice: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/205213-c8-coupe-vs-htc-headroom-and-the-winner-is>



Meanwhile to help make your C8 option choices: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/200285-2021-c8-configurator-is-live>

Do you like to reach or video-watch C8 reviews? Here's a recent one that has a different slant but still very enjoyable. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/206002-autoblog-review-of-c8-htc>

Corvette lovers can never get enough engineering info about how our latest ones were developed. Here's discussion based on an excellent Society of Automotive Engineering (SAE) article on how the C8's exhaust was created, including some of the major factors that had to be overcome in developing its #mid engine system. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/205128-sae-article-on-c8-exhaust>

The biggest single enhancement on the 2021's is the new Mag Ride suspension option on the non-Z51 cars, option code "FE2." At \$1,895 its a considerable amount. Many feel however it is a major ride improvement. What is it and is it worth it to you? <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/204499-magride-on-non-z51#post205884>

The Corvette C8.R's rocks, winning in this in our first mid-engine year the IMSA WeatherTech three top positions of the Manufacturer's Championship, the Driver's Championship, and the Team GTLM Championship! Fantastic job/kudos to the entire driving, engineering, pit and support crews! You created such a monumental year for Corvette racing. Meanwhile while not yet official, Nick Tandy replaces Oliver Gavin and other C8.R changes (though for sure,

Latest spy picture of the Z06

