



High Desert Corvette Club

Newsletter June 2021

Officers and Volunteers

President—Tess Morton

Vice Pres.—Don Ginter

Secretary—Dee Ginter

Treasurer—Suzanne 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— Ann Lankford

Publicity—Don Ginter

**COHD—Chair Person
Harry Bongers**

President's Ponderings

What a great month of May activities! Our May meeting was literally out of the box, as we drove to Crooked River Ranch, and ate Outside at over the Edge Taphouse. We wish all the mothers a Happy Mother's Day, and now all our Veterans past and present a well honored Memorial Day.

Our first ever Sporting Clays Corvette run to Eugene/Creswell was a huge bang of a success. So much so, that I've been asked to do it again next year!

Looking forward to this summer with more activities on the calendar as the temperatures keep getting better. I am hoping to encourage all "our members" to put on their calendar our upcoming 30 YEAR ANNIVERSARY club celebration coming up July 21. More will be discussed in this month's meeting, and below in the newsletter! Please for all those who have not participated or had a chance to join in any club activities recently ...please come so that we can meet everyone and get reacquainted with as many club members as possible AND to celebrate HDCC 30 years in central Oregon!



See you all soon!

Tess Morton (t-gal)
President





High Desert Corvette Club Anniversary Potluck Celebration!

Wednesday July 21, 2021

Location— 16839 Pony Express Way Bend, OR 97707

RSVP— **is must** to insure adequate table seating. Please text name and number of guests and dish you will bring to Tess Morton 1-5031705-6020

No host bar (BYOB) however Boneyard IPA Beer will be on tap for with \$2.00 contribution

BBQ beef and chicken will be provided by our club

Please bring one of the following: A-K any type of salad

Based on last name

J-P any side dish i.e. baked beans, corn etc..

Q-Z any choice of dessert

When to Fly

Your American Flag



When we see the flag, we're reminded of liberty, Freedom, and pride. The American flag has accompanied our nation in marking its greatest achievements. It flies at both poles, on the moon, and sits atop Mt Everest. The flag is how American signs her name.

Submitted by Dee Ginter

New Years Day	Jan 1st
Inauguration Day	Jan 20
Martin Luther King Day	3rd Monday in Jan
Lincoln's Birthday	Feb 12
Washington's Birthday	3rd Monday in Feb.
Easter Sunday	Date Varies
Armed Forces Day	3rd Saturday in May
Memorial Day	Last Monday in May
Flag Day	June 14th
Independence Day	July 4th
Labor Day	First Monday in Sept.
Patriot Day	September 11
Constitution Day	September 17
Columus Day	Second Monday in Oct
Veteran's Day	November 11th
Thanksgiving Day	4th Thursday of Nov.
Christmas Day	December 25th



Anniversaries

6/10 Larry & Cathie Roth

6/27 Jack More & Cari King

Birthdays

6/1 Joan McDonnell

6/3 Roiann Santos

6/5 Pete Olson

6/16 Bev Rodriguez

6/22 Sandi Cowell

6/23 Mike McClean

6/23 Murray Newton

6/26 John Burgess

6/26 Cari King

On The Lighter Side

Pro cooking tip:

If you stir coconut oil into your kale, it makes it easier to scrape it into the trash.



National Corvette Day

On June 26, 2008 The U.S. House of Representatives declared **June 30th** as National Corvette Day. This is referred to as HR 970 and was inspired by Rep John Shimkus of Illinois. This further solidifies the Corvette as “**America’s Sports Car**”. Be sure to do something Corvette-ish on June 30th.

Earlier today, I saw a bumper sticker that said "I'm a veterinarian, therefore I can drive like an animal." Suddenly I realized how many proctologists are on the roads...



Activities

Here are some proposed activities for 2021. Of course club meetings and social nights will be added in.

June 25-27 - Trout Lake Trip

June 30 Social Night Moose Sisters Restaurant Bend

July 4 - Sisters Airport Fourth of July (tentative)

7/17 - Corvette/Porsche Car Show Bend Factory Stores

7/21– 30th Celebration of HDCC Rich & Tess Morton' home

8/26-29 Pendleton, Joseph/Wallowa Mountain Cruise & Car Show

9/9 &10 Corvettes on the Columbia

9/TBA - President's Mystery Tour

10/30 - 2nd Annual Halloween Party

11/11 - Veterans Day Parade

Will also schedule a 3rd annual wine tour date TBA

We will probably also receive invitations to other Corvette Car Shows to include (as time goes by) **Remember due to COVID everything is tentative, will try to keep you up to date as we receive information**



Jeannine Crowther won the 50/50 Jackpot drawing. She won \$70.00 and gave twenty dollars back to the club



HDCC Featured Members Bill and Annie Scheaffer

Bill was born in Altoona, PA 1935. Raised in the Ohio River Valley downstream from Pittsburgh.

In 1944, his father Bill Senior age 35 with two children, volunteered for the Army. He served in Europe during the Battle of the Bulge. Upon discharge in 1945 he completed a 35 year career, as a conductor on the Pennsylvania Railroad.

Bill Jr. Graduated high school at Ambridge, Pa in 1953. Worked on PA Railroad until 1955. Then enlisted in USAF. Served four years on active duty in Texas, Alaska and Arizona. While in Alaska, was crew chief on a C-47 twin engined transport re supplying remote early warning radar sites during the Cold War.

After two years at Davis-Monthan AFB, Tucson, AZ was honorably discharged. In 1959 joined the Phoenix, AZ Police Department. While there, served as a motorcycle officer. One of the highlights of the assignment was being a member of the squad that escorted President John F. Kennedy and his entourage during a three day visit to Phoenix, in November 1961 (see attached photo)

In 1959, married Patricia Myers, of Grand Rapids, Mi. Two sons, James born 1961 and Thomas born 1963. James, soon to be sixty, is retired and living at Lake Nacimiento, Outside of Paso Robles, Ca. Thomas, a youngster of fifty-seven and resident of Ventura, Ca, is a school teacher in Camarillo, Ca. And he, also is proprietor of a “pigeon control” business.

Relocated to California in 1962 to join the Los Angeles County Sheriff's Department. After four years in the Arizona desert, was fortunate to be assigned to the Malibu Sheriff's Station for the next six years. While at Malibu, enjoyed launching my sixteen foot boat and ocean fishing out of Paradise Cove. Finished law enforcement career after another nineteen years as a Supervising Investigator in the Office of the District Attorney of Los Angeles County. During these years enjoyed back packing trips into the High Sierras and long distance running.

Met the wonderful Annie in 1982. We were married in Ventura, Ca in 1983.

Annie emigrated from her home in Taiwan, in 1978. She resided in NC until coming to California, in 1981.

Retired and moved to Bend in 1988. But Annie didn't retire. She joined the Bank of the Cascades and she's now working on the last few months of a thirty year career with Bank of the Cascades/First Interstate Bank.

Being bored staying home while Annie toiled at the bank, I picked up a gig with the Redmond PD that lasted fourteen years. Now fully retired, at eighty-five. Still not drooling though.

Annie enjoys gardening and furnishing her new patio.

Bought a Harley-Davidson Ultra Classic Electra Glide in 1995. Annie acquired her 883 Sportster a year later. Had many safe and enjoyable rides, including three trips to the great bike rallies, in Sturgis, SD. Transitioned from bikes to Corvettes around 2005 with a red C-4. Bought our C-5 a couple of years later. One of the most enjoyable experiences we have had in recent years, is our membership in the HDCC. Great friends, great rides and great events!



Bill is on the far left of President Kennedy





Creswell Rod and Gun Club

What a fun day everyone had shooting Sporting Clays during the day. Most everyone shot around seventy five birds during the day. Our members broke up in two groups with two professional instructors. In my group there were Casey, Mike, Don, Gary, Janice, with Matt as our instructor. The other group included Charlie, and others who were not in the HDCC being Elizabeth, Clinton, Joe with their instructor Dan. What a fun day of tossing fun at each other and helping each other with the shoot. The clay birds were flying every direction and everyone even had a chance to shoot at a clay rabbit which I think most everyone let hop on by without touching it. Everyone was very safe and we all learned a lot from our instructor. Our instructor even showed Don it wasn't his shotgun having trouble hitting the birds as he picked up Don's gun and hit both of his birds. Around 1pm we broke and had a fantastic sack lunch in the club house which included chocolate cookies. We were all excited to get back out and shoot so we went back and shot for a couple of more hours. We then headed back to the rooms for a bit before we headed for Tess's brothers home where we enjoyed a wonderful evening with lights, pool, fire pit and lots of beautiful landscape surroundings with an over the top Mexican buffet with homemade Margaritas'.

Submitted by Rich Morton

Vino and Vango

And for the ladies of the group, Debbie, Laurilea Judy, Dee and myself, we jumped out of our comfort zones in a different way...Vino and Vango! We drove to Springfield where we greeted with canvases and paint pallets all ready to go. We added a little sparking libation to help with courage, then following the lovely young instructor to paint a dragonfly canvas. Next onto lunch at a lovely converted church, now sporting five inside restaurants, followed up by a couple hours of antiquing in the local area. Then back to our hotels to rest and get ready for that lovely catered Mexican dinner poolside. Fabulous weekend of fun laughter great company, let's do again next year.

Submitted by T—Gal







Business Meeting

At the Taphouse

Crooked River Ranch



Lunch in Maupin Oregon

At

The Imperial Bar and Grill





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Mid Engine Monthly Update: C8 News: What Happened; Is Happening; And, What's Next (John Elegant)

Future C8 model Corvette mules were found testing in Ohio, and then a week later, were discovered a couple of different times in Colorado. Colorado is always a favorite place for testing new models, with the Rockies being a perfect location for high altitude testing. Might these miles be Z06's, ZR1's and/or might there be an E-Ray be hiding among these? As Tadge said in the new C8 Stingray book, we do things by "hiding in plain sight." So what is being shown or not shown here?



<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/265271-c8-corvette-zr1-z06-prototypes-testing-in-ohio>

Speaking of, how about 0-60 MPH for the C8 Z06 in 2.49 seconds and 5.58 seconds to 100 MPH sound? Does that seem right to you? This is what a self-proclaimed "math nerd" calculated by using actual track measurements, those reference measurements being shown on a video of a mule at GM's Milford Proving Ground, it repeatedly practicing "launch control." Here is more of what he found:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/269242-c8-z06-2-49-seconds-to-60-mpg>

From two extremely reliable sources, the C8 Z06 is still under development and still is not meeting all performance and durability criteria. What does that exactly mean is happening right now? 1) GM is making more captured test fleet beta mules to continue the testing and development process; and 2) to do that they have to assemble more than the previously few hand built ones in Michigan, e.g., the "alpha test mules." So starting about a month ago Bowling Green Assembly plant was integrating the first of the Z06's into the BGA assembly line. A few were built in that first week. How that went, both well and not well, resulted in analysis and refinements of those assembly procedures and/or "lifting assist" assembly equipment to insure that all build-execution-criteria were being progressively being obtained. [To build the first C8 at BGA, admittedly a ten times more complex process than creating the first Z06 on the line, took 206 hours at BGA.] Then the following week after the first Z06's test vehicles were introduced into BGA, a few more Z06's were added into the customer-Stingray-producing main assembly line. Each week the building of Z06 mules gets better, more efficient, resulting in higher quality mules; all these improvements being based on those initial, and progressive-week incremental Z06 assembly line learnings. Still there are *many months* to go.

The good news is that knowing Tadge's insistence that nothing will be sold to customers until GM is sure that it meets every production and performance standard they have established. These new test vehicles are known as N50's (as explained below in the link). Does this mean that customer Z06's are going to be soon going down the line? Sorry but definitely not, for we are a long way from that becoming reality — in fact still IMO about approximately eight months from its reveal.

[https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/263986-yes-great-news-about-n50's-starting-next-week-at-bga](https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/263986-yes-great-news-about-n50-s-starting-next-week-at-bga)



However the news is not all good regarding the reveal and subsequent customer production timing of the C8 Z06. We know for sure that at least one of the Z06's development standards/requirements has not yet been met. That comes from an impeccable source but I cannot even hint any more as to "what" is that potential item is that is still needing more development, nor from whom that information comes. Of course that means further testing as we discussed above; and perhaps even some engineering changes to some of the parts in those Z06 CTF's (captured test fleet) mules. As noted, we have a VERY LONG WAY yet to go.

How many parts are in a C8 Z06 that are different from the C8 Stingray? That is not yet precisely known at this time, so we go to our factual, historical information that there were 750 parts in the C7 Z06 that were different from the C7 Stingray. [Source = Phil Minch, Assistant Chief Corvette Engineer] But things are not that simple, i.e., we cannot conclude that same differential number for the C8 Z06 but instead we believe that the 2023 Z06 will have over 1,500 new parts different from the C8 Stingray. How come that number just doubled? The Z06's new flat plane crank, dual overhead cam motor (DOHC) alone has about 750 more parts compared to its overhead valve (OHV) LT2 sibling — for always DOHC motors are way more complex, have lots more moving parts, than do OHV's.

Exciting that Corvette HTC paced the Indy 500. This is the 18th time a Corvette has paced the Indy 500. However to our best knowledge, this one will unlike a couple of previous Indy 500 Pace cars, will not become a special edition that would be order-able/purchasable at your dealer. It is an Indy 500 "one off."

Regarding how to properly daily drive of our C8's, GM reached out to the MidEngineCorvetteForum (MECF), asking us to help spread the word on how to appropriately drive the C8's LT2. They specifically stated that we should drive it **spiritedly** once it has been warmed up. Heck, it's a Corvette — and it needs to be "exercised!" Full details at are the following link, e.g., GM's "how to drive the C8" written directions.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/270594-keep-your-lt2-motor-spiritedly-running>

2022 model year C8 ordering and information release details have been recently included in an internal GM memo to its dealers. If a 2022 is part of your future, here is where you will find the dates when the different parts of the 2022 purchasing roll out process would occur: <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/270546-2022-c8-ordering-details>

Interestingly, the current production schedule also calls for the 2021's to be made until late August — and perhaps even into the first few days of September. That would result in approximately 25,000 C8's this model year, a major improvement on the 20,387 C8's made for its 2020 rollout year. You smart readers that went to that Lin k have just realized that this will be the second year in a row that the year-to-next-year model transition is without a break.

However with the 2023 changes coming to both the Stingray and the introduction of the Z06, there will be a significant BGA "re-tooling close down time" during the summer of 2022. As more info is learned, it will be shared at MECF as "breaking news." This last month alone MECF pioneered the release of quite a few newly-learned C8 information items.

Now that the weather is in full spring bloom, I hope you are now experiencing lots of Corvette miles of driving smiles. Thanks for reading. John