



High Desert Corvette Club

Newsletter October 2024

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Sgt At Arms— Mike McClean

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McClean**

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President's Ponderings

Greetings Club Members,

It is hard to believe October is here already. Where has the summer gone? The club has been busy this summer with daytime drives, overnight drive-outs, social gatherings for great food, drink, and conversation, and hosting, not one, but two car shows.

The latest car show was at Lithia Chevrolet in Bend. VP Phil Derr organized the event and did an outstanding job. Phil was inspired by the men and women who serve and protect our neighborhoods and Country and wanted to honor them. The show started with the Central Oregon Youth Challenge Color Guard presenting the flag, well-done kids. We were honored to have the Bend Fire Department, Bend PD, and the Shasta County Sheriff participate in the car show. Thirty-eight cars competed for coveted trophies. Congratulations to Gary Laursen for taking home two with his highly modified C8. What a great way to finish the summer with good friends, fast cars, great food, and music to get your feet moving. Thanks to all who attended.

As we enter that time of year with colder temps, we might have to adjust meeting times to get folks home before it turns too icy. Currently, the business meeting starts with our social at 6:00 pm, but if the weather turns bad, we might move it to 5:00 pm. Watch for the times in the business meeting agenda.

The Christmas banquet is coming up on December 12th. As soon as the menu is available, I will send it out along with the cost. But be sure to sign up now to reserve your spot.

Lastly, we are looking for members to fill positions in the club next year. Officer positions coming open are President, Secretary, and Treasurer. We will miss Casey and Leslie and all their hard work. Also, Sande Burgess, our Activities Director, will be retiring. She has done a great job and will be missed. Officer positions are voted in by the club members and the director positions are volunteers. If interested, contact me and I can fill you in on the details.

Our next business meeting will be on October 8th at Laurie's Grill. Lori and I will be in Europe, but you will be in good hands with VP Phil Derr. See you in November.

Sincerely,

Dave Schneider
HDCC President





October Birthdays

- 2 Reg Crossan
- 2 Joanne Lee
- 4 Phil Derr
- 6 Daren Lucas
- 7 Nancy Kramer
- 10 Debby Kunzman
- 14 Mechelle Kendall
- 18 Barry Larson
- 24 David Parman
- 29 Ingrid Bongers

October Anniversaries

- 18 Nathan & Rebecca Marker
- 22 Greg & Joanne Lee

HDCC Events

Oct 30 Soup Social

Nov 11 Veterans Day Parade Bend

Dec 12 HDCC Christmas Party

Greg Lee won the 50/50 Jackpot drawing in the amount of \$105.00
Greg donated \$20.00 back to HDCC. Thanks Greg

Christine Larson won a trophy for guessing the destination motel on the President's Mystery Tour.





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Member Profile—Kolby Meyer

My Grandpa is someone who stimulated my interest in cars with his own personal fascination. I wouldn't quite consider him a mechanic, but I know for a fact that he loves them. He and Grandma have had many sports cars starting as soon as they got married, with their first being a 1959 Austin Healy Sprite. Though as it came time, he told Grandma he always wanted a sports car in retirement. So, the search began. Grandpa gave a speech at his Toastmaster's meeting regarding Grandma's shopping. Mike Itel, a fellow Toastmaster, said they should be looking at Corvettes. Grandma said, "Sure, why not?". Three weeks later, they had their first; A seven year old 1990 C4 with only 14,000 miles on the dash. Even the wiper blades were still original. (You can Google Mike Itel and see two of his show Corvettes. Autumn Leaves is a 1971 with about 13,000 miles and you can see his Vintage Red 1967. Grandpa is sure Mike now has at least seven Corvettes.) They loved that car so much, they drove it year round in Portland. He said he had never washed a car so much in all his life.

After noticing a pattern of Corvette owners seeming to have a newer and an older one, Corvette shopping started again. Another Toastmaster friend said his dad had one for sale in Bend... A red 1980 C3. This is the same car I now call mine.

My Grandpa likes to tell the story of when I was about three years old, when he and Grandma came to visit my family in Lake Oswego. He says I climbed up onto his lap and asked, "Grandpa, would you like to do something?" To which he replied, "What do you have in mind?" And so, I told him we could go for a ride in the Corvette. But only if he wanted to, of course! He asked me if I had a car seat, and I replied "Yes". He also happened to have an extra Corvette hat, so I was all set. He took the tops off the car and we went for a ride. As we were heading back home, he was ready to turn down our street and I told him not to turn. He was not familiar with the area (or so I thought), and I was hoping he would get lost. Though he listened to my request, it was much to my surprise that he knew where we were.

After many miles, including a trip to Bowling Green in 2003 with some HDC members, it was time to start shopping again. Hence, the green 2000 C5 became part of the family. Grandma (the idea person in the family) had a thought. YELLOW FLAMES! She had gotten some money from her mom and thought part of that could fund the idea. Her mom loved them. Underground Customs in Redmond took grandma's money and ended up doing a great job.

Eventually, their C4 and C5 had been all over the United States. Each has driven the complete Route 66. Even my C3 has been around the block, so to speak. It has been to a Red Vette gathering in Reno and a Checkerboard event near Las Vegas.

The C5 is the vehicle of choice for my grandparents to commute to pickleball nearly every day in Bend, before their routine Costco shopping trip. For those wondering, it shockingly has enough room for all they need to buy.

Continued on page 8

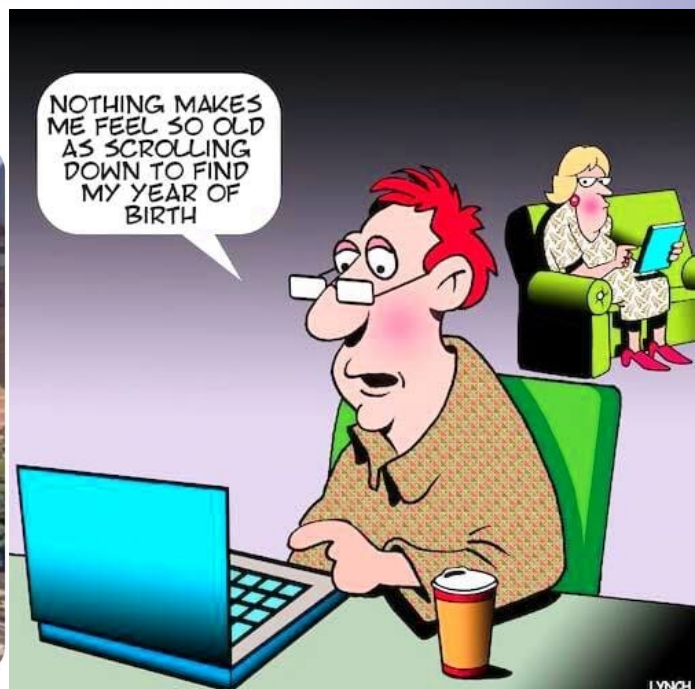
On the lighter side.



"Do you feel well enough to cook?"



New roundabout coming
to Washington state





Member profile continued

About five years ago, Grandpa said it was time to sell the 1980. I was heartbroken. This car was his for as long as I could remember, and I couldn't imagine it leaving the family. So, I told him that I was interested in it. He said we had a deal, and would hold it for as long as I needed. Considering that I was only 18 at the time, money was the biggest obstacle. I had no credit and could not secure a loan to cover the expense. So, my only option was to start saving. I couldn't keep my mouth shut in the mean time, constantly talking about how I, Kolby Meyer, will soon be the owner of my Grandpa's 1980 C3 Corvette. The license plate also read as RUN RUN, which I thought was extra cool. People would always take this with a grain of salt, expressing their shared excitement but brushing it off like a folk tale. That is until last fall, when I eventually saved up the money to buy it. Finally, the moment had come. After years and years of anticipation, the time is now. RUN RUN was mine! However, one problem arose. Grandpa couldn't get it started. But I was determined to change that, and rushed over to see what I could do. After hooking jumper cables to the battery and using the rest of our starting fluid on the carburetor, we felt defeated. Nothing was working! So, Grandpa cut me a deal. He knew a shop in Bend that his father had taken his vehicles to back in the day, and took it to Chuck's Automotives. After checking it over, they made some repairs and got it running. This was only the start of my long awaited journey with my Vette. Everyone was congratulating me, considering how long I've been talking about this moment,

Fast forward to this spring, when I called Grandpa. Luckily he answered the phone, considering that it was only the second day they were back in the United States after spending the winter in Mexico. I told him I was interested in joining HDCC and asked if he would attend to a meeting with me. I knew he and grandma were members for many years, so I figured it would be a fun idea. He said sure. With that, we attended the meeting just prior to the summer event. Though I must say... I originally got the meeting dates switched up. Grandpa called me and asked where I was. I had just gotten off work, and told him I was almost home. I soon realized the meeting was that day, and hustled home to grab the Vette, before turning around to head back to Bend. To my surprise, I got to the meeting before it started. Grandpa thought it started an hour earlier! It all worked out in the end, and I was given a warm welcome into the same club that my Grandparents became so involved in. Since then, I have entered one car show, after a good buff and wax job of course. Grandpa was so impressed by how it looked, saying he hasn't seen it looking that good in years. It was at that point, I could tell he really trusted me to pass on and take care of his pride and joy. It has been my honor since, to ensure that "RUN RUN" stays pristine, in all its glory.



Kolby Meyer
and Kara Keith
with
Grandpa's 1980
Corvette

Grandpa's
Current
C5





C8 Corvette Are Depreciating Faster than C7 Corvettes

With the supply growing every day as the Bowling Green factory continues to pump out hundreds and hundreds more Corvettes every week, the market price is softening, especially when compared to the previous generation of America's Favorite Sports Car. According to a new post by *Hagerty*, the average price of a C8 Corvette three years ago [was 83 percent higher than a C7](#). Today, it's just 48 percent higher.

Hagerty shows that the auction price for C8s (excluding higher-priced variants) reached a peak above \$120,000 in late 2021 and has continued a steady descent ever since, with the current average being \$72,090. That compares to the current average of \$49,180 for the front-engine 2014-19 C7.

Plagued by production delays in the early years of the C8, plus being the "hot new thing" that everyone wanted, the Stingray was in short supply back then, with some dealers demanding well over MSRP. If you didn't have a slot with an MSRP-priced dealer for a new car, the price was often tens of thousands higher on the used market.

Some dealers have started offering new cars at or below MSRP, and used C8s are now often thousands of dollars less than their original sticker price, thanks to the greater supply and the introduction of other variants like the Z06 and E-Ray.

We expected prices for used C7s to fall immediately with the introduction of the new mid-engine generation, but that didn't happen as the used-car market in general exploded after the pandemic. That, plus the fact that the C7 represents the end of an era for front engines and manual transmissions, resulted in higher prices.

"When a car is the 'last of' something, it tends to have staying power in the collector market," especially when "it's still quicker than many newer and more expensive performance cars."

From Corvette Blogger



Judge Rules GM Must Face Class Action Lawsuit...

Owners of hundreds of thousands of GM vehicles from Cadillac, Chevrolet, and GMC recently got the go-ahead for a class-action lawsuit against the automaker. **The suit alleges** that GM knowingly sold the vehicles with faulty transmissions in 26 states. Affected vehicles include models equipped with 8L45 or 8L90 eight-speed automatic gearboxes between the 2015 and 2019 model years. Owners said their vehicles shuddered and shook in higher gears, and some said there was lurching and hesitation at lower speeds, even after the vehicles had been seen by a technician. The group also said dealers told them the hard shifts and other sensations were normal. The list of affected models includes:

- Cadillac CTS, Cadillac CT6
- Chevrolet Camaro, Chevrolet Colorado •
- . Chevrolet Corvette
- Chevrolet Silverado. GMC Canyon
- . GMC Sierra, GMC Yukon

General Motors argued against the suit, saying that most members in the class did not experience any problems and lacked standing in the action. The automaker also said there were too many differences between class members to justify a class-action suit. The judge disagreed, saying that buyers overpaying for defective vehicles was enough to justify their standing.

The judge also noted that “exactly how, and to what extent, each of the individual plaintiffs experienced a shudder or shift quality issue is irrelevant” to the question of whether or not GM concealed the defects from buyers. She also denied GM’s claim that some of the plaintiffs belonged in arbitration.

NOTE: This issue has been around for several years. There was an article in past HDCC newsletters regarding this problem. I have know one person with a GMC Yukon who had the problem but no Corvette owners although I suspect there are some. Check on Corvette Forum or Jorge Reyes if you have concerns.



What Does The Gas Guzzler Tax Mean For The C8 Corvette?

Certain C8 variants are subject to a Gas Guzzler Tax. However, this tax isn't applied to every C8 variant, which begs the question – what does the Gas Guzzler Tax mean for the C8 [Corvette](#)?

Energy Tax Act of 1978 implemented a new Gas Guzzler Tax targeting the sale of cars with poor fuel economy, with trucks and SUVs exempt from the tax as, at the time at least, these body styles were used primarily for work. The Gas Guzzler Tax is collected from the manufacturer, with the amount collected indicated in the fuel economy section of the window sticker.

The amount of tax collected varies between \$1,000 and \$7,700 depending on the vehicle's unadjusted average fuel economy, which ranges between at least 21.5 mpg, and less than 12.5 mpg. That said, the EPA employs a different set of test cycles when determining a vehicle's average mpg for the Gas Guzzler Tax versus a vehicle's average mpg for the fuel economy sticker. Essentially, the EPA employs a more comprehensive list of tests for the sticker than it does for the Gas Guzzler Tax, with a total of five test cycles used for the former and two cycles used for the latter.

Long story short, the [C8 Corvette Z06](#) has a combined fuel economy rating of 15 mpg without the Z07 Performance Package, and 14 mpg with the Z07 Performance package, per an [adjusted rating based on the EPA's five-cycle test procedures](#). However, when it comes to the Gas Guzzler Tax, the C8 Z06 gets a \$2,600 tax, placing it in the 17.5 mpg to 18.5 mpg range, and a \$3,000 tax when equipped with one of the Carbon Aero Packages (RPOs T0F and T0G), placing in the 16.5 mpg to 17.5 mpg range.

The [C8 Stingray](#) and [C8 E-Ray](#) are [not subject](#) to a Gas Guzzler Tax, while we can be sure that the 2025 [Corvette ZRI](#) will be, with the government likely collecting at least \$3,000 due to the ZRI's 1,064-horsepower twin-turbocharged [5.5LV8 LT7](#) gasoline engine.



Here's Why The C4 Corvette ZR-1 Is Called 'The King Of The Hill'

The new [C8 Corvette ZR1](#) doesn't fall short when it comes to performance, laying it on thick with more than 1,000 horsepower from the twin-turbocharged [5.5L V8 LT7](#) gasoline engine. As well it should, given the history of the nameplate. In fact, shortly after the C4-generation ZR-1 was unveiled (the C4-gen ZR-1 nameplate included a hyphen), it would adopt the nickname "King of the Hill." Here's why.

The origin behind the nickname starts with the engineers who built the thing in the first place. For readers who may be unaware, GM acquired the U.K.-based engineering and performance firm Group Lotus in 1986, after which the group was handed the task of developing the world's fastest production car, with the C4 [Corvette](#) serving as the platform to do it. To that end, Lotus designed a new engine suitable for such lofty aspirations, namely the aluminum-block, [naturally aspirated 5.7L V8 LT5](#), rated at 375 horsepower and 370 pound-feet of torque, later upgraded to 405 horsepower and 385 pound-feet of torque.

During development, engineers nicknamed the C4 ZR-1 the "King of the Hill," likely a reference to its intended goals and high-performance capabilities. However, GM was hesitant to embrace the King of the Hill nickname when the C4 ZR-1 was first unveiled, possibly because it didn't sound exotic enough to the ears of GM's executives. Nevertheless, GM eventually relented, and the nickname began to appear in official marketing materials.

Some of the earliest public references to the C4 Corvette ZR-1 as the "King of the Hill" can be found in automotive publications like *Car and Driver* and *Road & Track*, which labeled the sports car as such in 1989 when the C4 ZR-1 was first introduced.

"After all, is this not the Corvette from hell? The King of the Hill? The Ferrari-fighting world-class two-seater from Motor City? A legend-to-be?" wrote [Car and Driver](#). "Yes, it is that and more."

"You may know the ZR-1 as the King of the Hill, which is what this Super Vette was commonly called when the program was barely more than a rumor," wrote [Road & Track](#).

Despite GM's resistance, the name stuck, and now, the C8 Corvette ZR1 looks to continue to nameplate's monarchical heritage into a new, mid-engined era.



From GM Authority



The Corvette Wave...

Wave rules:

- 1. There is no excuse for not waving at your fellow Corvette owner.**
- 2. Although most Corvette owners have the class and understanding to accept when their wave is not returned, not waving is a serious breach of proper Corvette etiquette.**
- 3. Whoever sees the other Corvette first, starts the wave.**
- 4. There isn't any rule about who waves first. This is simple; if you see another Corvette, wave!**
- 5. Rules 1 and 2 apply to both sexes.**
- 6. As far as who starts the wave, it doesn't make a difference if you are a man or women. Rules 1 and 2 apply.**
- 7. Any type of wave is okay.**
- 8. Whether you shoot a big wave up through your open Vette top, out the window, or a quick salute with your hand on the steering wheel, any wave that can be seen by the other Corvette driver is okay. However, this does not include any style of jester that can be interpreted as obscene or insulting**
- 9. A late wave is better than no wave.**
- 10. If you suddenly realize that a Corvette driver is passing and waving at you, get a wave off as soon as possible. The other Corvette driver may see your wave in their rear view mirror and realize that you were just a little late in getting your wave going.**

So you can see the underlying concept here is simple: Wave at your fellow Corvette owners, whoever they are, whenever you see them. This will show you are a person who understands the full measure and etiquette that comes with your proud Palm

From Palm Springs Corvette Club



Pictures from HDCC-Lithia Car Show



Gary Laursen won the Peoples Choice and Best of Show Trophies





High Desert Corvettes Newsletter

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Todd Layport won best
License Plate

