



High Desert Corvette Club

Newsletter June 2025

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President—Nathon Marker

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Treasurer— Mike Zumwalt

Sgt At Arms— Bryce Woodall

**Activities—Mike & Judy
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Website—Walt Santos

**Membership—Roian
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Newsletter—John Burgess

**Photographers—John
Burgess
Dee Ginter**

Sunshine—Debbie Scherrer

**Highway Clean up— Eric &
Miriam Lea**

Publicity— Rebecca Marker

**COHD—Chair Person
Harry Bongers**

President's Ponderings

June 2025

If you've lived in Central Oregon long enough, you know our weather can change on a dime—but even by local standards, this spring has been wild. One day it's 80 and sunny, the next we're waking up to frost on the windshield and wondering if we should've left the snow tires on. In just the last 7 days we went from a chilly 40° morning to a sweatering (felt like it) 93° in the afternoon. Between the wind, hail, and confused clouds trying to decide if they're part of winter or summer, it's been a rollercoaster.

But finally—it seems like the skies are settling and the sunshine is here to stay! We made the most of the good weather with a great cruise out to La Pine and back with the club. Great roads, great company, and some much-needed Vitamin D. It felt good to be behind the wheel with a group of folks who appreciate the drive just as much as the destination.

Of course, no outing would be complete without a little excitement from Rose, my Corvette. I noticed a chirping sound coming from the engine bay—not exactly the kind of performance note you want to hear. I figured maybe a belt or the supercharger was acting up. Nope. After some digging, I discovered that **all the exhaust manifold bolts** had loosened. That chirping? It was the sheet metal gasket vibrating like a reed on a saxophone.

Naturally, the first reaction was, "Well, the bolts must've broken." That meant pulling the motor, welding on nuts, backing out studs... in other words, expensive. But in a surprising turn of good fortune, the dealership was able to back out, clean up, and re-torque all the bolts. The chirp is gone, and Rose is purring once again—no jazz solos from under the hood.

I hope everyone has a fantastic time on the upcoming trip to Jacksonville! Unfortunately, I have a prior commitment and won't be able to attend, but I'll be there in spirit—and I'm sure there will be plenty of stories and photos to go around.

Looking ahead, don't forget the **Lithia Car Show coming up on June 28th**—a great chance to show off those polished rides and catch up with fellow enthusiasts.

A quick reminder: Club dues of **\$60 per household** are due by **June 15th**. Please make sure to get those in so we can keep the good times rolling. See you on the road,

Nathan Marker
President, High Desert Corvette Club





June Birthdays

6/1 Candy Shelton
6/3 Barbie Crement
6/3 Roian Santos
6/3 Mike Zumwalt
6/5 Gary Bagwell
6/5 Pete Olson
6/22 Sandi Cowell
6/23 Mike McClean
6/26 John Burgess

June Anniversaries

6/7 Harry & Ingrid Bongers
6/10 Larry & Cathie Raaf
6/15 Eric & Mirriam Lea

Reg Crossen won the 50/50
Jackpot drawing in the amount of
\$108.00



HDCC Events

June 7th Highway Clean up
June 13-15 Yakima Valley Vettes
June 20 HDCC Retreat Jacksonville OR.
June 25 Social Night Takodas Sisters
June 28 Lithia Chev Dealership Car Show
July 4th Redmond 4th of July Parade
July 11-12 Mosier Or Trip
July 17-19 Vette Fest Boise ID
July 18-19 SOCA Car Show Grants Pass
Aug 8-9 Wine Tour Eugene
Aug 9 Corvettes on the Bay North Bend
Aug 23 Highway Clean up
Aug 27 Manley's Restaurant Crescent Lake
Sept 9-5-8 Lake Chelan Campbell's Resort
Sept 9 Pro Drive PRI in Portland
Sept 11 Corvettes on the Columbia
Sept 13 Glory Daze Car Show Sisters, OR
Sept 23-24 PMT (tentatively)

HDCC Dues are payable by June 15th.

\$60.00 per household

After June 15th you will be
Dropped from the club roster.

High Desert Corvette Club

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GM CEO Mary Barra Tops Fortune's Most Powerful Women List Again

For the second year in a row and the fifth time overall, GM Chair and CEO Mary Barra has topped *Fortune's* list of [100 Most Powerful Women \(MPW\)](#) for 2025. Now in its 28th year, this annual list ranks the 100 most powerful women in the business world "reflecting corporations' global scope and the nature of executives' work, which spans the planet."

The methodology for the *Fortune* MPW list is based on five criteria: the size and health of an executive's business, her career trajectory, her influence outside her organization, and how she wields her power. This is the fifth time [Mary Barra](#) has been number one on this list, also getting the top spot in [2024](#), 2021, 2017, and 2015. Although not number one every time, Barra has earned a spot on this list every year since 2014, when she became GM's CEO.

Fortune highlights some of GM's wins throughout 2024, like its record revenue up nine percent compared to 2023, doubling its [electric vehicle market share](#) in the United States market, and, into 2025, ramping up domestic manufacturing as part of a broader strategy to manage the costs of new tariffs.

"GM's future success may hinge on Barra's ability to run a tight ship during a volatile political moment while staying innovative," says *Fortune*.

Barra graduated from the General Motors Institute (now [Kettering University](#)) in 1985, where she obtained a [Bachelor of Science](#) in [Electrical Engineering](#).^{[9][10]} Barra was inducted into the engineering honor society [Tau Beta Pi](#)^[11] (MI Zeta class of 1985) and the honor society [IEEE-Eta Kappa Nu](#) (Theta Epsilon chapter 1983) while at Kettering University. She then attended [Stanford Graduate School of Business](#) on a GM fellowship, receiving a [Master of Business Administration](#) degree in 1990.^[12]

.She is married to Anthony Barra, a consultant and has two children.

She said the Chevrolet Camaro and Pontiac Firebird are her two favorite cars!

WHAT, no Corvette?!?!?

On the lighter side.

I did some financial planning and it looks like I can retire at 97 and live comfortably for eleven minutes



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Roy Orbison's Iconic Corvette: Not the Newest, but the Most Versatile in His Collection



Roy Orbison was many things—a rock and roll icon, a voice like velvet, and the master of heart-wrenching ballads. But behind those signature sunglasses and moody melodies was a man who had a serious love for cars. And when it came to speed, style, and pure American muscle, nothing in his collection quite matched his 1967 Chevrolet Corvette Stingray. Keep scrolling to find out more details about this classic machine

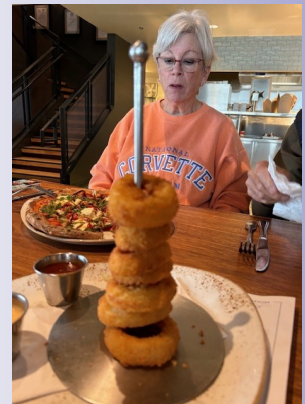
By 1967, the Chevrolet Corvette Stingray had already become a symbol of American performance and design. It had curves in all the right places, along nose and those signature pop-up headlights that made it look like it was winking at you every time you walked by.

For Orbison, whose career was all about emotion and artistry, the Stingray made perfect sense. It had soul and enough speed to make sure you'd never be late for a concert. Orbison's Corvette didn't just sit pretty. It came with a 427 CU V8, and according to Chevrolet's specs, it delivered a whopping 390 horsepower. Back in 1967 a new Corvette Stingray would cost you about \$5,000.00 which translates to around \$42,000.00 today. Today well preserved models like Orbison's now sell for well into the six-figure range.

Roy Orbison's 1967 Rally Red Corvette, a 427 cubic inch big block engine model, is now on display at the National Corvette Museum in Bowling Green, KY. The car was originally owned by Orbison, who was a car collector himself. It was stolen from his garage in 2003 but later recovered. The car then went through various owners, including [Rick Hendrick](#), the owner of a NASCAR team, who displayed it in his private museum. It's now part of the National Corvette Museum's Pop Culture and Corvette exhibit.



Lincoln City





2025 Corvette ZR1 Fuel Economy Ratings Released

	City MPG	Highway MPG	Combined MPG	Gas Guzzler Tax
Stingray	16	25	19	0
E-Ray	16	24	19	0
Z06	12	20	14	\$3,000.00
Z06 With Carbon Aero	12	19	14	\$3,000.00
ZR1	12	18	14	\$3,000.00

Come on folks, if you can purchase a ZR1 do you really worry about mileage??

C8 Corvette Road Grader

On the way back from Lincoln City several of us decided to stop a Rosie's Coffee Shop in Mill City. I turned in and was faced with two huge potholes filled with water, both slightly smaller than Crater Lake. Since I had made the turn and the rear end of the car was out in the traffic lane and cars were approaching, I had to charge forward hoping for the best.. As I heard the sound of gravel grating under the front of the car, my damage calculator kicked in and the results were not good. I did a cursory assessment and didn't see any broken plastic, went ahead and had coffee and a cookie and decided to wait on a full assessment when we got home. (I don't like to cry in public.) Fortunately no damage which was surprising after seeing the gravel perched on the front of the car. JB





HDCC Scholarship Awarded to

Hector S. Vega, Jr.

Our scholarship recipient impressed us with his great grades, positive attitude, and heart-felt essay about perseverance and future goals. This driven individual plans to pursue a degree in automotive technology and we believe his passion and work ethic will take him far. It's exciting to support the next generation as he chases his dreams of owning his own automotive business someday. Hector is hoping to join us for the June business meeting, depending on whether his work schedule allows. We'd love to introduce him if it works out! He will be graduating from Culver High School this spring

Leslie Cheney



Thank you to the scholarship committee for their time and effort in putting this together.



Monster! The Story of the Corvette ZR1's LT7 V-8 Engine and How It Makes 1,000+HP

Fifty-nine "Gemini Rockets" are embossed on and inside the engine. Interestingly, one can be found on each piston top to indicate the direction piston/rod assemblies are to be installed.

At peak power , fuel consumption is two gallons per minute. If you started with full tanks and drove a AR1 at wide -open throttle until you ran out of gas it would e a short, nine-minute trip. Last fall's 233,29 mph two-way record runs in Germany consumed nearly three gallons over roughly 80 seconds.

Airflow through the engine is so good that the exhaust effectively produces 37 pounds of thrust. When a AR1 goes by at high rpm it sounds like a low flying jet.

The turbocharges have 3-inch diameter compressors, the largest used on a production gasoline engine. They spin at up to 137,000 rpm, and turbo exhaust-inlet temperatures reach 1900 degrees F.

The turbos turbine wheels are made of a vacuum-cast nickel-chromium upper alloy called "Mar-M 246 which has an operating temperature of 1900 degrees F.

Under very aggressive driving, the turbos produce 24 psi of boost; otherwise, boost is limited to around 20psi. Defying the current trend toward "twin-scroll" turbos, the LT7 units use a single-scroll design for greater airflow and peak horsepower.

The forged titanium connecting rods for the LT6and LT7 are made by Pankl Racing Systems in Austria, while the pistons come from CP-Carillo in Irvine California. The titanium intake valves are made by Dei West Engineering in Valencia.

The exhaust valves are made of "Nimonic 80" another nickel-chromium suer alloy. The camshaft finger followers, also manufactured by Dei West, are diamond-like carbon coated steel. Their design was based on those used in GM's IndyCar racing engines.

The LT7's engine-control module is a GM E68, which has a three core processor running at 3MHz, 512KB of RAM and 8 MB of flash memory.

The SAE certification LT7 wa signed by everyone who worked on the Gemini project. The engine will be loaned to the National Corvette Museum, after which it will go on permanent display at the GM Heritage Center.



2026 Chevrolet Corvette's Redesigned Interior Is Way More User-Friendly But Thankfully Still Strange



The 2026 Corvette has a new 14-inch digital gauge cluster (two inches bigger than last year) and a 12.7-inch central touchscreen (4.7 inches bigger) that's canted toward the driver. Now there's also a 6.6-inch screen to the left of the gauge display that shows vehicle information and performance data like g-forces, tire pressure, boost pressure and other things. The main touchscreen has a larger, illuminated volume knob closer to the driver, and there's a leather shelf just below the screen to rest your hand on. The infotainment system itself is new, with better graphics, more customization possibilities and Google Built-In, and Chevy says it'll still have Apple CarPlay and Android Auto.

Frequently-used climate controls like temperature, fan speed, and defrosters are now in a row of physical buttons underneath the air vent that sits below the screen, while stuff like heated/ventilated seat controls and more HVAC features are found in the screen; all those used to be buttons in that vertical array. Moving all that stuff around let Chevy open up the wraparound console to create a grab handle for the passenger, there's a new wireless charging pad, and redesigned cupholders are no longer under a cover and have ambient lighting around them. A new drive mode selector is now placed behind the redesigned gear selector buttons, in a surround that also has buttons for the camera system and front lift. There's USB-C ports now, too.

The optional Performance Data Recorder has a new user interface and is now able to provide real-time data analysis along with high-definition video recordings. It can show side-by-side comparisons in playback and give you "speed tips" to improve lap times. You can also stream media through apps like HBO Max and Prime Video while parked.

Too many new options to list. More info the way. Thanks Dee Ginter for this article

From Jalopnik



: **Great Falls Montana Corvette show.**

(by Gary Laursen)

The drive to Great Falls was beautiful this time of the year. The Corvettes in the Show and shine were all awesome and I was able to meet some super Corvette enthusiast's.

The competition was tough with all the beautiful cars. There were folks from Canada, Washington, Colorado, California and even as far as Texas participating. They had a 240 mile caravan and we saw some beautiful country and interesting places to stop.

There was a fantastic prime rib dinner afterward with the trophy presentation with about 300 people attending.

I got lucky and took first place in the C8 division.



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California Highway Patrol Officer Tickets 5 Chevy Corvettes in One Shot for Speeding

It's not an uncommon occurrence for a Chevrolet Corvette's driver to receive a speeding violation. Seeing five Corvettes getting ticketed at once by a single officer, though? That's bit more rare. Yet that's exactly what happened over Memorial Day Weekend along the California coast, when a [California Highway Patrol](#) officer pulled over a quintet of Corvettes and slapped their drivers with tickets for traveling well above the speed limit, according to the Santa Cruz division of the California Highway Patrol, or CHP. According to a post on the CHP – Santa Cruz Facebook page, the five Corvettes — which appear to have included at least one C7-generation Corvette Stingray and at least two C8-gen Corvettes — were speeding on Highway 1 near Davenport, California.

A photo posted by the CHP officer shows him holding a stack of citations. On the one citation that's most visible, we can see the officer lists the approximate speed as "65+ mph" and the radar speed listed as "70+ mph." The posted speed limit on that section of Highway 1 is 55 mph.



Submitted by
Bill Scherrer
Road & Track Magazine

HDCC 2018 On the way to Vette Fest in Idaho

More than 5 Vettes pulled over by the Oregon State Police but only one citation issued. Not sure of the speed but the speed limit on the highway was 55 MPH. Tom Gray was the unlucky recipient of the citation. Talk about taking one for the team!!!!!!!!!!!!

