



High Desert Corvette Club

Newsletter December 2024

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Sgt At Arms— Mike McClean

Activities—Sande Burgess

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Santos**

Newsletter—John Burgess

**Photographers—John
Burgess
Dee Ginter**

Sunshine—Debbie Scherrer

**Highway Clean up— Mike
McClean**

Publicity— Rebecca Marker

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Harry Bongers**

President's Ponderings

,Greetings Club Members,

It is hard to believe this is the last newsletter of 2024. Where did the year go? Upon reflection, it was a busy year with lots of drive outs, overnight trips, and fun packed socials. Spending time with good friends while enjoying driving our Corvettes is what makes this club fun. I hope you had a great Thanksgiving and will be blessed to spend time with family and friends for Christmas. I hope you had a great Thanksgiving and will be blessed to spend time with family and friends for Christmas.

As we approach the new fiscal year, we need volunteers to run the club and organize the activities. If you have not served in an official club role, now is the time to step up. All five board positions, President, Vice-President, Secretary, Treasurer and Sargent of Arms will be vacant. Also, the Activities Director and High-Way Clean-up chair will be retiring. Officer seats are voted in by the club members and the director's positions are volunteers. We have over 109 members, so filling the vacant roles should be easy. But with seven positions open, only two members expressed interest. If you have not served before, now is the time as we are getting down to the wire. Official nominations can be made in January at the business meeting or by email to Secretary Casey Gibbs. The new positions will start April 1, 2025. If you would like to know more about the board positions, please contact me. If you would like to know more about the Activities Director role, Sande Burgess will be happy to fill you in.

For those that have signed up for the Christmas Banquet, it will be a fun evening. Remember, if you are going to participate in the gift exchange, please bring a gift with a maximum value of \$25 and label it Gal, Guy, or Generic.

Since the Christmas banquet is on December 12th, there will not be a business meeting this month. Our next business meeting will be on January 8th. Watch your emails for the agenda that will be sent on January 5th. Thank you all for a great year.

Sincerely,

Dave Schneider

HDCC President





December Birthdays

12/4 Greg Lee

12/11 Jeanett Woodall

12/15 Scott Foote

12/25 Eric Lea

12/27 Terry Welsch

12/28 Rob Ross

December Anniversaries

12/2 Mike and Judy McClean

12/24 Barry and Christine Larson

HDCC Events

Dec 6 Journey to Bethlehem

Dec 12 HDCC Christmas Party

June 20 HDCC Retreat Jacksonville FL.

July 18-19 SOCA Car Show Grants Pass

Sept 9 Pro Drive PRI in Portland

Don Ginter won the 50/50
Jackpot drawing for \$100.00

Portland International Raceway

Drive the track with an instructor in your own Corvette. A safe environment to drive fast. Mike Zumwalt is organizing this event. He is working with Dristen Moore at Pro Drive. She currently has space for up to 12 HDCC Corvettes for the Sept. 9th session. We need to be somewhat proactive however to secure the spots as she won't hold them for us indefinitely.

Interested members should go to "prodrive.net", select High Performance driving course and register for the September 9th course using promotion code "HDCCsavess" to get our discounted rate of \$599.00 Please let Mike know when you have registered. Mike and Mary would be happy to organize lodging and dinners for this event, provided there is enough interest. Please contact Mike Zumwalt at mikezfone@gmail.com or phone him at 503-3549-3223, for answers to any questions you may have.





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Bill's Big Brake Update #4

It's hard to believe that the last update(#3) was back in January 2023. During the last 23 months much progress has been achieved and the Big Brake Corvette is now close to 75% complete.

My goal is to have it completed by May 2025 , as I have scheduled the car to be judged by the NCRS Northwest Chapter in Portland. After this judging process, I will take it to Las Vegas in September 2025 to be judged once again at the NCRS National Convention. Some of you may recalled, I brought the car home in October 2021 and spent the first six months looking for parts.

My goal is and has always been to acquire a "Top Flight Certification" at both events. The car is finishing out nicely and I am proud of its' overall appearance. Over three years and numerous hours of labor, the car is soon to be completed.

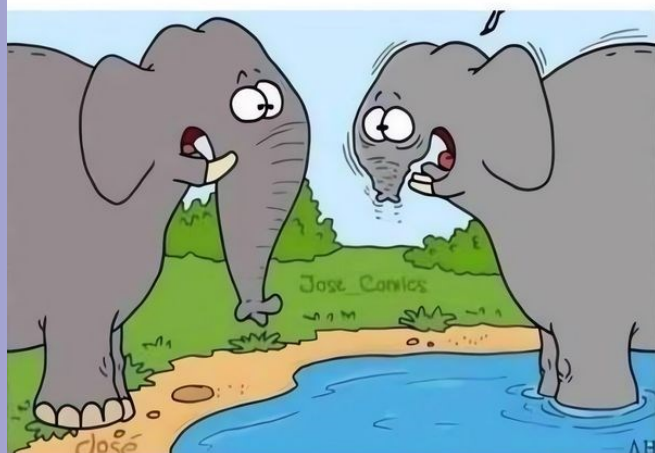
Thank you to all the club members that have shown a continuous interest in this project. Some of you have even driven out to see the car in it various stages of assembly.

Bill Scherrer



On the lighter side.

cold water



OKAY! FINE, I'LL GO CAMPING



Hard to believe there was a time when this is all we needed



No No No! I ASKED FOR A BOAT!





GM Really Wants You to Follow the Maintenance Schedule for Your C8 Corvette's Transmission

The C8 Corvette's [dual clutch transmission](#) continues to make headlines for Chevrolet but it seems like it's for all the wrong reasons. Yes, the C8's DCT from Tremec is a marvel as it delivers lightning-fast shifts, but it's also been the one component that C8 owners have had the most issues with. In addition to these service issues, there still seems to be some confusion over the maintenance schedules, what they entail, and how they might apply to earlier C8s versus newer models years.

GM wants to help clear the air on the maintenance of the C8 transmissions, and they have recently begun sending leaders out to owners detailing when to change your transmission's oil filter. [This is important to follow, as GM will reject warranty claims on the transmission if all this criteria isn't met.](#)

The key point to remember is that GM wants to see all transmission oil filters replaced between 7,000-8,000 miles. The owner's manual states 7,500 miles, but GM gives us the leeway of 500 miles before or after that mark. The next change comes at 22,500 miles and then every additional 22,500 miles afterwards. If you had your transmission filter replaced prior to 7,500 miles, it still needs to be done again between 7,000-8,000 miles. And finally, GM reminds us that even if you have had your transmission replaced, you need to follow these guidelines so that the filter is replaced at 7,500 miles from when you received the replacement.

Here are the guidelines provided by GM:

- If you already replaced the filter before 7,000 miles (12,000 km) – Replace the filter again by 8,000 miles (13,000 km)
- If you have not replaced the filter and mileage is under 7,000 miles (12,000 kmn) – Replace the filter between 7,000-8,000 miles (12,000-13,000 km)
- If you have not replaced the filter and mileage is over 8,000 miles (13,000 km) – Make an appointment with your dealer.
- If mileage is under 8,000 miles (13,000 km) and your vehicle is 3 or more years old – Make an appointment with your dealer.

The only exception to the 7,000-8,000 mileage rule is if your Driver's Information Center (DIC) says "Replace Transmission Filter Soon."

[We also believe part of the confusion stemming from the C8's transmission service is the question of who pays for it](#), as GM initially promised to cover that during a "First Maintenance Visit." However, many were finding they only met the time requirement for a motor oil change, but not the mileage requirement for the transmission filter change. For 2024+ Corvettes, the motor oil change and the transmission oil filter change are now split into two separate warranty items.

From Corvette Blogger



Veterans Day Parade 2024





These Chevy Models Are Among The Top 10 Cars With The Most DUIs In 2024

A [new study](#) from Insurify showing the top 10 favorite cars of drivers with DUIs doesn't make GM owners look very responsible. As we [covered previously](#), the number one, two, and seven spots are all [Buick](#) models. Today, we're looking at the number three, four, and five models on the list, which are all [Chevy](#) models.

To clarify, the cars on the list aren't the ones that get busted the most in drunk driving arrests. They're the vehicles registered to the highest rate of drivers with a DUI on their driving record. Insurify's data science team gets data from more than 97 million car insurance rates across all 50 states and the District of Columbia, making for a significant sample size for this study.

The Chevy with the highest rate of drunk driver ownership is the [Bolt EV](#). Out of every 1,000 Chevy Bolt EV registrations, 40.6 of them have a DUI on their record. Perhaps the Bolt's affordable pricing on the used market and its super low fuel costs make it appealing to folks who are stuck paying extra for car insurance.

The second most popular Chevy model with drivers with DUIs is the biggest head-scratcher on the list: the Chevy Astro. This van has been out of production for almost 20 years, but drivers with DUIs own them at a rate of 29.9 per 1,000 registrations. Introduced in 1985, the Chevy Astro was billed as a passenger van for families that wasn't quite a minivan. On the used market, the Astro is a more budget-friendly alternative to the other 3-row vehicle on the list: the [Buick Enclave](#).

Finally, the [Chevy Blazer](#) is number five on the list, with 28.1 DUI registrations per 1,000. It's unclear how many of these are the old, body-on-frame K5 or S10 Blazer and how many are the current-generation unibody Blazer. We're guessing it's a mix of country folk with K5s and city dwellers with more practical 4-door models.

Despite GM models taking up most of the top 10 list, it's notable that [Cadillac](#) and [GMC](#) are absent. Apparently, more sober drivers prefer the [GMC Acadia](#) over the Buick Enclave and the [Cadillac XT5](#) over the Chevy Blazer.

From GM Authority



GM Expands its Recall of C8 Corvettes with Bad Seatbelt Retractors

Earlier this summer, General Motors announced that certain [2024 and 2025 Corvettes were being recalled](#) because one or both seat belts can become locked after the Automatic Locking Retractor function is activated by pulling the belt out. The problem seems to be when two internal components of the retractor are out of spec. [When this happens, it becomes impossible to use the seat belt, making it more dangerous to ride in the car in case of a collision.](#)

Now comes word this week that the recall has been expanded to include a few hundred more C8 Corvettes from every year, from 2020 to 2025, according to Safety Recalls N242441390, N242441391 and N242441392. Apparently, some cars that have supposedly already been repaired remain defective because the first set of replacement retractors installed in the recall had the same defect and problems as the original retractors.

The good news is that replacement retractors (we assume newer and more improved versions) are available now. However, we did speak with a dealer about this, and they are still receiving new cars directly from the Bowling Green factory that cannot be sold or delivered (stop sale order) until they swap out the defective seat belt retractors.

The original recall covered a total of 13,464 units, but the expanded recall has added another 395 Corvettes from the 2020 through 2024 model years, making a total of 13,859 cars affected.

Owners of the 2024-25 affected cars were notified with a letter starting on July 22, 2024, and the additional 395 owners in the expanded recall will be notified the same way on Sept. 30.

If you'd like more information about Safety Recalls N242441390, N242441391 and N242441392, you can call Chevy Customer Service at 1-800-222-1020.

The first electric Corvette is up for sale, a secret 1987 prototype built by... Motorola

It's not often you come across a piece of history up for sale. The first [electric Corvette](#) was actually made by none other than the hardware tech company Motorola. Up until now, very little has been reported on the project.

Although [Chevrolet](#) has yet to reveal its first electric Corvette, there's already one on the market. the story goes back to the 1970s. According to [The Drive](#), who was one of the first to discover the electric Corvette prototype, the story begins with an electrical engineer in Illinois named Sanjar Ghaem. After becoming fed up with high gas prices and fuel shortages due to the ongoing oil and energy crisis, Ghaem came up with an idea... why not buy a smaller car and convert it to electric instead. . Ghaem teamed up with an engineering friend to replace the engine and fuel system in a Renault economy car with batteries and an airplane generator they purchased for \$90. "It was a glorified golf cart with maybe 25 to 30 horsepower," Ghaem told *The Drive*.

Motorola's upper management gave Ghaem's team \$25,000 for the project, which became known as the EX-12, or the first electric Corvette.

On the outside, it looks like a standard cherry red 1987 Chevrolet Corvette C4 convertible, but under the hood are several "high voltage" batteries with Motorola markings all over it.

The electric Corvette ended up in Larry Brosten, proprietor of Auto Parts City, possession after receiving it from a former Motorola engineer who worked at the company during the project, but didn't work on the project itself.

Now, the car is up for [sale on Ebay](#), with a price tag of \$100,000. The one-of-one prototype includes tons (12 lbs) of documentation that detail its existence.



This is the real first electric Vette. Thanks Scott!, you have made history!!!



GM Is NOT Bringing Back The Chevy Monte Carlo

A new viral video has hit the web claiming to preview the forthcoming debut of an [all-new Chevy Monte Carlo](#), grabbing the attention of enthusiasts with some very enticing tidbits and sexy renderings. The video shows a sleek, low-slung sports car, with the voiceover narration promising a variety of exciting specs. Unfortunately, the video is 100-percent fake, from the rendering, to the specs, all the way down to the claim that GM is relaunching the [Chevy](#) Monte Carlo nameplate. The whole thing is a complete fabrication, as we're covering here in the first edition of a new segment we like to call Fighting Fakes.

In the brief two-and-a-half minute video, we see a multiple angles of a low, long, two-door coupe. The two-door shows highly angular styling and aggressive proportions. The design incorporates thin upper lighting signatures and an illuminated Chevy badge front and center in the grille. The grille is flanked by V-shaped bumper elements similar to those on the [Cadillac CT5-V Blackwing](#), possibly to provide some continuity with other performance models in GM's stable.

Fake news or not, it would have been a cool looking car!!!!!!!!!!



From GM
Authority



Corvettes for Sale Lithia Chevy—Bend



2025 Corvette E-Ray 3LZ

4 miles

Torch Red

\$138,010.00

2019 Corvette Z06 2LZ

15,610 miles

Watkins Glen Gray

\$73,992.00



2015 Corvette 3LZ

30785 miles

Blade Silver

\$42,991.00



2020 Corvette 3LT

Ceramic Matrix

23,160 miles

\$64,993.00

