



High Desert Corvette Club

Newsletter December 2025

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Santos**

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Burgess
Dee Ginter**

Sunshine—Debbie Scherrer

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

Publicity— Rebecca Marker

**COHD—Chair Person
Harry Bongers**

President's Ponderings

Happy Holiday's club members.

As we wrap up 2025, I'm reminded how fast a year goes when you spend it with a great group of people. Our club enjoyed another season full of scenic drives, shows, meet-ups, and plenty of laughs—often at our own expense. I'm still convinced that half the fun happens in the parking lots before and after our events, where we solve all the world's problems... or at least try to.

December always brings a sense of gratitude, and I want to thank every member who helped make this year a success. Whether you led a drive, organized an outing, or simply showed up ready to enjoy the day, you played a big part in keeping our club vibrant. I'm especially looking forward to seeing everyone at our Christmas party on December 6th—always a night filled with great conversations and the kind of easy camaraderie that makes this group feel like family.

Looking ahead to 2026, we already have some fresh ideas, new routes, and fun plans taking shape. It's been an honor to serve as your president, and I truly appreciate the support, connection, and shared enthusiasm that make this club something special.

From my family to yours, I wish you a Merry Christmas, a wonderful holiday season, and a fantastic New Year. Here's to another year of great times together.

Best,

Nathon Marker

HDCC President





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December Birthdays

Dec 11 Jeanette Wppda;;

Dec 15 Scott Foote

Dec 25 Eric Lea

Dec 28 Rob Ross

Missed November Birthday

Nov 10 Douglas Maines

December Anniversaries

Dec 2 Mike & Judy McClean

Dec 29 Barry & Christine Larson

Five

HDCC Events

Nov. 11 Veterans Day Parade

Dec 6 Christmas Party The View Rest.

Jan 28 Social Night The Gibbs (TBD)

Feb 20 Social Night Crab Feed

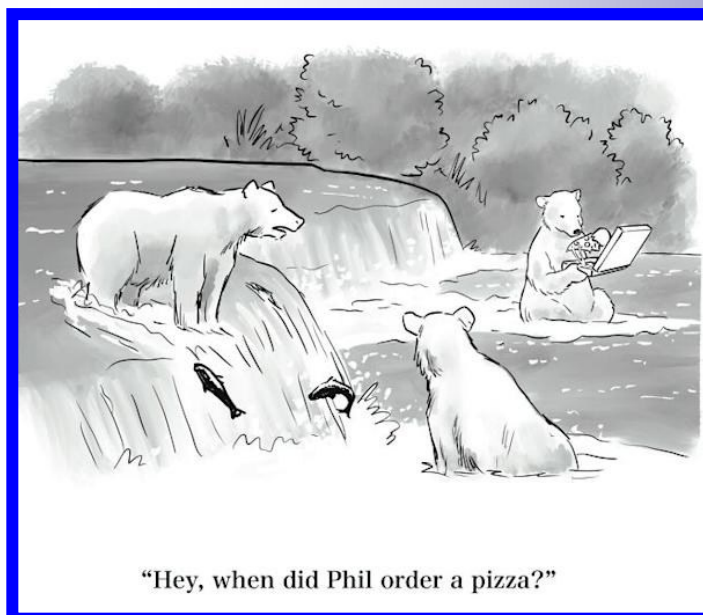
The Chennry's

Mar 28 Year end Banquet The View

Corvette Factoids You May Not Have Known

1. 1979 was the highest production year for the Corvette with 53,807 units built.
2. The 2014 Corvette Stingray was clocked going reverse at 53 mph—just 2 mph behind the all-time record!
3. Vehicles made in 1953 were primarily constructed of steel—this made the Corvette's innovative use of fiberglass a new and exciting feature.
4. The 1963 Split Window model only existed for one year because of a disagreement between designers Bill Mitchell and Zora Arkus-Duntov.
5. A whopping 36-gallon gas tank was an available option for the Corvette from 1963 to 1967.

On the lighter side.



Submitted by Dee Ginter

A man parked his car while waiting for his wife to get ready



**IDOLIZING
A POLITICIAN
IS LIKE BELIEVING THE
STRIPPER REALLY
LIKES YOU**



Car Thieves Are Hacking Into Headlights

Auto thefts rose steadily between 2019 and 2024, according to a [recent FBI study](#). While the old Hollywood-style of hot wiring isn't too practical with many of today's modern car features, some tech-savvy car thieves have turned those new, more complex electronic systems to their advantage by breaking in through the wiring in the [headlights](#). Auto thefts rose steadily between 2019 and 2024, according to a [recent FBI study](#). While the old Hollywood-style of hot wiring isn't too practical with many of today's modern car features, some tech-savvy car thieves have turned those new, more complex electronic systems to their advantage by breaking in through the wiring in the [headlights](#).

"Unfortunately, this is becoming more common," says Kris Barber, an attorney who specializes in [vehicle theft](#) and personal property damage. "Modern cars are essentially networked computers on wheels, loaded with hundreds of microchips that communicate with one another. If a thief can tap into even a single point in that network, like the headlight wiring where it's the easiest to access, they can potentially access the entire system."

Some modern car thieves can steal vehicles by fooling their electronic sensors, using a homemade device called a CAN injector. (CAN = Controller Area Networks) CANs injectors are sometimes assembled from cheap electronic components, stuffed into the shell of an innocent-looking bluetooth speaker. Once thieves access the wires powering the headlights, they can connect the CAN injector into the [wiring harness](#). From there, they are in communication with the car's CAN system, which is the network many modern car modules use to communicate with one another. Once inside the CAN system, thieves can send a signals that enable them to steal the car. If you can get to that connector or wiring, you can send signals to turn off the anti-theft system, unlock doors, start the engine, basically anything

This will not work on all vehicles, especially ones 2010 and older, It also won't work on newer cars that don't have CAN wiring in their headlamps, like some smart headlights that use a small electronic board instead. Also, some headlights are difficult to access or remove, or have too tight of a space in them for a thief to insert the CAN injector.

The ultimate solution to this new brand of car theft is better vehicle network encryption by automakers. This is still in the works, and won't be of any help to car owners just yet. One option is to [purchase an anti-theft device](#), but some of these work better than others.

You have to give car thieves credit for creativity. It's always something!!!!!!!



New Tremec 6-Speed Gearbox Revives Hopes For Manual C8 Corvette

A new manual transmission from Tremec is sending a shockwave through the performance world, and it lands squarely on the doorstep of the [Chevy Corvette](#) team. Tremec developed a bespoke 6-speed manual transaxle, a unit that directly leverages the engineering and packaging from the dual-clutch TR-9080 that currently resides in the [C8 Corvette](#). By sharing mounting points and its overall envelope, this new manual makes a compelling engineering argument for a three-pedal variant of America's mid-engine supercar.

Tremec designed this transaxle to handle the extreme outputs of modern engines, and it's specifically designed for a mid-engine layout. It has an estimated torque rating of 800 lb-ft and the ability to cope with up to 1,000 horsepower. That means it would be suitable in the [Stingray](#), [E-Ray](#), and [Z06](#) variants of the C8.

An integrated mechanical limited-slip differential puts that power down effectively. The gearset, engineered for strength and quiet operation, can withstand engine speeds reaching up to 8,600 rpm. A Tremec engineer captured its purpose, stating it "enables true mid-engine configurations with exceptional on-track performance - ideal for drivers

For Corvette faithful, the implications of this new manual transaxle are profound. This development dismantles a key logistical barrier that has long been cited as a reason for the C8's manual omission. The aftermarket now possesses a direct, high-strength manual transaxle that fits the C8's chassis. The pressure shifts to GM to act. Enthusiasts have clamored for a manual-shifting option since the C8's debut, and Tremec just handed [Chevy](#) a turn-key solution. This move proves the manual transmission can still be engineered to meet the brutal demands of a mid-engine supercar. The ball is now in GM's court to answer the call and give drivers what they crave.

From GM Authority





Veteran's Parade 2025





Candy Woods

Candy Woods passed away in mid November. Jerry and Candy were HDCC members in the 2012 era and participated in many HDCC events. You may recall they drove an Atomic Orange Corvette Convertible.

Jerry, our thoughts are with you during this very trying and sad time.



2020 Corvette Coupe

14,735 Miles

Red interior

\$61,990.00



1995 Corvette Convertible

53775 Miles

\$14,995.00



More Veteran's Parade Pictures



Post Parade Party (PPP)





C8 Corvette Owner Opens Fire and Sends Two Carjackers to the Hospital

The owner of a [Red Mist C8 Corvette](#) opened fire in self-defense after four men wearing facemasks tried to [steal his car](#) early Sunday morning. The incident happened around 3:30 a.m. near 1st Avenue and Blanchard Avenue in downtown Seattle, Washington.

Police say the Corvette driver had parked his car when he was approached by four masked men in a white sedan, two of whom got out, held him at gunpoint, and tried to steal the C8.

Fearing for his safety, the Corvette driver fired off several rounds, hitting two of the suspects, with police finding one of them still at the scene suffering from multiple gunshot wounds. He was taken under armed guard to Harborview Medical Center, where the other three suspects later dropped off another victim. Police now say that the two victims are a 14-year-old boy and a 20-year-old man, both of whom are listed in serious condition and will be charged after being released from the hospital. The other two suspects remain at large.

As for the Corvette driver, a licensed gun owner, he was questioned by police at Seattle Police Headquarters and released.

Hey! You gotta love that 2nd amendment!!!!!!! I hope there is not a propensity for Red Mist Corvettes among carjackers.

From Corvette Blogger