



A Message from our President: Sherry Chandler



Spring is nature's way of saying let's drive! The weather is changing (daily) so let's get the GPS, or maps for some of us, and plan some fun drives.

The Activities Committee has plans for the upcoming months, but there is always room for more. Be sure to keep your calendar up to date, so you won't miss fun times with great friends.

If you have not voted for the new name tags, please do so before the next meeting. We will be making our choices at the next meeting. Thank you for all of the different designs!

WVCA will be having a guest speaker at our May meeting. It will be on "2015 Stingray changes and introduction of the 2015 Z06". Our good friend John Elegant who has all the knowledge and is just returning from the National Corvette Museum's engineering and technical presentations will be giving us the update, so please attend the May meeting. Starting in May we will also kick off the work for our upcoming car show!!! We will need everyone's help to make this a success. This is our number 1 fundraiser of the year, so please start asking for donations to make it fun like last year. If you have ideas please let me know. This is WVCA's year to "shine".

Save the Wave
 Sherry Chandler, WVCA President



Glass Sass is published monthly; the deadline for submitting articles is the 15th of the month. Club meetings are held on the 1st Thursday of the month at 6:30 PM at Capitol Auto Group, our sponsor. The address is 2855 Maple Ave NE, Salem, Oregon 97301. We welcome all Corvette enthusiasts and prospective members at any of our meetings. Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

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Willamette Valley Corvette Association April Meeting Minutes Thursday, April 3rd, 2014

Meeting called to order at 6:30 PM by President Sherry Chandler.

Welcome Guests: Lou Long
Jim and Roxie Tiano (Newberg) 2006 coupe
Monterey red (12/13)

Number of members present: 28

April Birthdays: Margie Castro & Tom Paddock 10, Sally Hart 14, Darrell Homes 17, Kerry Hudson 19, Paige Morehouse 29

Treasurer's Report: Not submitted

Reports from Committees:

Membership Committee Ron Willeford is out of town. Wayne Kreger will get with him before our next meeting to prepare a report.

Unfinished Business:

Motion to accept the March minutes as published was put forth by Lucky King, seconded by Joe Castro and passed without opposition.

Motion the name badges have been narrowed down to 4 choices. Buzz Blogg and Ken Arck will send out an email and set up a voting system through the website. Everyone will have the chance to vote for their choice and the winner will be announced at our May meeting.

New Business:

Lou Long showed the quilt that is being raffled off during caravan. It has emblems/patches from most of the local corvette clubs. It is beautiful and definitely a work of art.

Wayne Kreger helped mail out event packets for the Willamette Car Council, about 1,500 went out.

Wayne Kreger has contacted Capitol City Corvettes and Beaver State to get more cars for the Iris Festival parade they are asking for 18.

Announcements:

Past Activities:

McMinnville Wine Festival (Castro)– Mar. 7

- March Jacket Night (Arck) – Mar. 19 at McMennamin's in Wilsonville
- Joined Mt. Hood Corvettes – Mar. 22, to Novak's and the coast

Activities Scheduled:

- Mt. Hood Railroad (Blogg) – Apr. 13
- April Jacket Night (Edwards) – Apr. 16, Meet at Exit 248 at 6pm
- Easter Brunch (Blogg) – Apr. 20, Meet at Home Depot by Kelly's at 9:30am
- Iris Festival Parade (Kreger) – May 17, Details to follow

Tech Time: Ken Arck had miscellaneous C-6 parts, free to good home.

Roger Burgess is looking for storage for his corvette.

Terry Roach mentioned that Pacific Corvettes is going out of business.

Drawing: \$95 was earned. \$47 to the club, Jim Tiano drew Joe Castro's name for \$24, and Roxie Tiano drew Tom Paddock's name for \$24.

Adjourned at 7:15 *Respectfully submitted by Shelly Campbell - 04/08/2014*



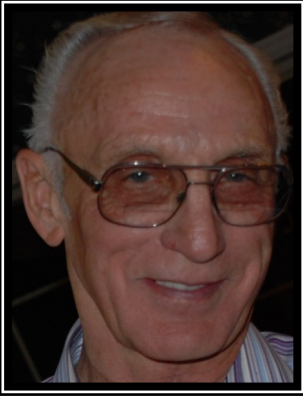
Carousel cruise in August 2008



Iris Festival



**Willamette Valley Corvette Association
Cowboy Dinner Tree tour August 7, 2010**



Guest Editorial

Battery Management For Corvettes

Submitted by: Lee Hart Started: 4-2-10 ~ updated 3-15-2014

Our C6 started crisply before we drove to the club meeting on April 12, 2010. Its battery had been connected to an automatic battery tender for the past month.

As we were leaving Capitol Chevrolet after the meeting - when I tried to start it, it clicked once and all the dash lights went black. I couldn't open the door because the electric latch wouldn't work. After pulling the emergency exit latch, I checked the battery connections. They were tight.

Bob Koenig pulled his pickup alongside and we connected jumper cables. That didn't work. The head lights came on and the windshield wipers started working slowly! Crazy ... car! Bob Koenig, and Steve Tuttle and a Cap Chevy salesman helped push it into the building for the night.

Bob and Annie Koenig gave Sally and I a ride home to get another car so we could go and eat the pizzas we had ordered at Walery's. Thanks Bob, Annie and Steve.

Friday morning: I went to Cap Chev; and, Aaron Trueblood had one of the fellas there test the battery with an electronic tester. The tester displayed: "REPLACE BATTERY"

We took delivery of our C6 exactly 3 years and one month before this incident. The warranty for anything other than the power train is only 36 months. Even though, the battery has a sticker on it that states it is a 6 year battery they would not replace it or pro-rate the cost of a new one. Of course, they wanted to install a new battery and charge shop time to replace it. A Delco Group 90 Battery would cost \$140 minus our club discount – which brings it down to \$125 - plus about \$60 to install it. That would be \$185! I told Trueblood that I was not satisfied with Delco batteries, and why. They didn't have one in stock, and it would have taken a couple of days to order one.

Every Delco battery I have owned since 1974 has failed before or shortly after the warranty period.

1. Our 1974 Suburban failed to start because something broke inside the battery at 36 months.
2. Our 1995 Suburban failed to start because the positive terminal fell off the battery at two years.
3. Our 2001 Suburban failed to start because something broke inside the battery at 37 months.
4. Our 1992 Cad failed because the positive terminal fell off while it was setting in front of Cap Chev about 38 months after we bought it from Cap Chev! They had installed a new replacement Delco in the Cad just before we took possession of it in 2001.
5. Now, something has broken in our C6 Delco battery!

I called Larry Stuart at Stuart's Auto Supply. He didn't have a group 90. Larry sent me to see Travis at Batteries Northwest – which is located at the South end of the underpass at 2725 Portland Rd. NE. <http://www.batteriesnorthwest.com/about.cfm> It is a big, clean operation, and they were very cordial.

Travis confirmed that our C6 Delco battery was broken or shorted inside. He set me up with a Group 47 battery made by DEKA that is taller than a Group 90 by $\frac{3}{4}$ th of an inch, has 600 CCA, (instead of 590 CCA from a stock group 90) and a 75 month pro-rated warranty with a 30 month free replacement. Travis says DEKA batteries are very dependable. The battery cost me \$99.85. It took me all of 5 minutes to install it. Everything works fine now.

You could buy a "state of the art" Model 35 "Optima" battery for \$155 (more now) at:

<http://www.1st-optima-batteries.com/?gclid=CKqdiui066ACFSNsgwod6kHAFg#redspecs>

If your stock Delco battery is at or near 3 years old, you may want to consider replacing it before you are without power. **When a battery breaks inside – instead of just being discharged – "jumping" to start the car does not work. A serviceable battery or a tow truck is the only answer.**

Your best defense to slow discharge of a car battery that is not used daily is a small regulated charger that you keep plugged in while it is parked. Mine is attached to the car. LH

Disclaimer: There is far too much information and cautions about car batteries to print a complete source of information here. Use this advice at your own risk.

Battery knowledge copied from the web: **How to Jumpstart your Battery:**

More than likely you will have to jumpstart your car battery at some point. It's really pretty easy if you have jumper cables. Car owners can keep a pair of jumper cables in their automobiles trunk at all times. They can be a lifesaver if your battery ever goes dead. When you want to jumpstart your car battery, you need to pull a car with a good battery up next to your car. **The cars should not be touching and both ignitions should be off.** Put a positive (**red cable**) on the positive terminal of the dead battery. Then connect the other end of the **red cable** to the positive (+) terminal to the live batteries positive connection. Next, put the negative clamp (black) on the "live" batteries negative terminal. Put the other negative clamp on a metal surface of the car frame or engine with the dead battery - like on the engine block or steel bumper. **The reason for this is to eliminate a spark near the battery that could ignite hydrogen when you make the last connection.** Once all the clamps are secure, start the car providing the jump-start and wait a few minutes before trying to start the car with the dead battery. Hopefully it will start with no problems, although you still need to check for bad connections and corrosion. If it doesn't start, you will need a new battery. Car owners should replace the battery every 3 to 5 years as preventative maintenance. **Original equipment batteries should be replaced at or before 3 years after the manufacture date of the battery.**

See: http://en.wikipedia.org/wiki/Car_battery

See: <http://www.familycar.com/carrepair/nostart.htm>

“Best car batteries for the value.”

<http://www.bestcovery.com/best-car-battery-for-value?sem=3884548238dh&qclid=CJLhxJPK6KACFQaiagodP08dFA>

By “Hoonose” - (A prolific internet blogger):

Having been seriously involved with the original '05 Corvette, MN6 DBS [Dead Battery Syndrome] problem, I can tell you that the little LED lite makes a great DBS detector. DBS refers to previously unexplained '05 MN6 dead batteries that fail in 24-48hrs despite proper shutdown in reverse. This has been found to be due to a glitch in the shutdown sequence, and a BCM software upgrade a few years back has cured the problem. Any other dead battery is either not DBS, or the car has not had the software re-flash. A few early '06's also were included in the re-flash.

If that light is blinking 24-48 hrs. after shutdown, you don't have DBS. And that means that your car and battery can now sit for the next 2-4 weeks, depending on the general health of your battery, temperature, etc. When DBS strikes it pulls about an amp/hr from the battery, just as if you did not properly shutdown your '05 MN6.

DBS = [old news] Dead Battery Syndrome: <http://www.naturalglasscorvette.com/article10.html>

The designers of Corvette 2006 have corrected some “issues” that existed with the inaugural C6... specifically: MP3s now play flawlessly; there is no alternator whine in FM mode on the radio with navigation; and most important – no more DBS. What's DBS you ask?

Dead Battery Syndrome – This is a mysterious condition with some '05 C6s (almost always a 6 speed) where the battery would go dead after a day or two of vehicle non-use. All kinds of mumbo jumbo ‘fixes’ were posted on various C-6 internet boards, but nothing substantive or definitive ever surfaced declaring the cause and the fix for DBS. I'm happy to report for '06, DBS appears to be history. GM is not saying anything official, but the '06 no longer has to be in Park or Reverse to prevent a long walk when the motor is turned ‘off’. The '05 required the 6 speed to be in Reverse, and the Emergency Brake ‘on’ when the motor was turned ‘off’. If not, the electronics would not go into ‘sleep mode’... they would remain in ‘accessory mode’, draining the battery and therefore probably the cause of DBS. The '06 can be turned ‘off’ while leaving the transmission in 1st or Reverse (in Park in the case of the automatic). The emergency brake need not be set, and there is no longer a steering wheel column lock (the '05 C-6 manual transmission models had the electronic column lock, as in the C-5). The changes all lead up to no more DBS on the '06 models with sequence numbers in the 3,000s now in production as I write this. Also “fixed” are erratic fuel gage readings. C-5s were plagued with this, as were some '05 C-6s. '06 C-6s have accurate fuel status reporting.

Another site about C6 battery information: <http://www.corvetteactioncenter.com/forums/c6-technical-performance/104899-c6-optima-battery-will-fit.html>

TESTING AN AUTOMOTIVE BATTERY by Lee Hart ~ 3-15-14

Disclaimer: There is far too much information and cautions about car batteries to print a complete source of information here. Use this advice at you own risk.

If you are somewhat mechanically inclined, you can do a test to see the amount of potential a battery has. Here are videos showing how to do tests:

This video is OK; however, the guy puts the ground on first – which is not recommended. One should always remove the ground or negative cable first when removing the battery. And, install negative last when reinstalling a battery: <http://www.youtube.com/watch?v=tsJUuLu1cw0>

This guy is quite thorough, but he uses expensive and sophisticated testers:

<http://www.youtube.com/watch?v=Oi8sUE9XCgA>

There are many text and video entries on the internet relating battery care. Some are designed to show you how complicated it can be in an effort to convince you to have their shop do the work for you.

The very best, and ultimately the cheapest, way to deal with lead/acid automotive starting batteries is to replace them at or before the limit of their warrantee or every 3 to 4 years. Lead in these batteries disintegrates and falls to the bottom of the battery at varying rates depending on how much it is used and charged. Lead sludge can build-up enough to short out the plates. Most lead/acid batteries which are continually hooked up in a car that is started a few times per week, will reach the end of their useful life at 3 to 4 years. By replacing a battery before it is worn out, you are less likely to be stuck somewhere with a dead battery and less likely to put excessive load on the alternator which is trying to keep it charged.

NO TOOLS REQUIRED TEST: With cars that have an accurate volt meter as one of the dash instruments, you can easily detect the condition of your battery if the car has been starting OK. Here is how:

1. Turn on the key and turn off lights and accessories. [Do not start the engine.]
2. Display the volt meter, if it is one that is not continuously displayed.
3. The voltage displayed after about 30 seconds should not be less than 12.4. ~ 75%.
4. Turn on driving lights or, any combination of accessories to cause a substantial draw on battery. [Do not start the engine.] [NOTE: On Corvettes with “fob” entry, you will need to disconnect the multi wire slip connector at the alternator and start the engine.]
5. If the voltage is around 12 volts after about 5 minutes, the battery is weak ~ 50%. If the voltage is below 11.5 volts, the battery is nearing the end of its useful life and should be replaced.
6. Regardless of results of this test, check to determine battery age. If it is older than its warrantee, replace it with one that is equal to or better than original equipment.

Batteries have a way of functioning adequately for a long time and then when a significant draw is applied, they fail which could cost you a tow job, a ruined trip, a burned regulator and/or alternator at costly rates away from home. It is better to replace auto batteries before they fail. You wouldn't run your tires on their cord just to get a few more miles out of them. The problem with batteries is that you can't see the wear unless you do a valid test. Shops and tow truck companies take millions of dollars each year from car owners who neglect battery management and replacement.

Past event photos are scattered throughout this issue to remind folks how much fun we do have on these outings!





A Message from our Vice President: Tom Paddock

Corvettes and food

Maybe a better title may be Corvette enthusiasts and food. The outward appearance makes it seem like most people are looking for a reason to drive their Corvettes, and that the restaurant is more of a common destination to meet and enjoy a meal, but it also provides members with the opportunity to spend some quality time and enjoy a nice meal together.

The WVCA celebrates this union of Corvettes and food with our monthly Jacket night.

Jacket night was established by our President Sherry Chandler and is scheduled for the third Wednesday of each month. It has become something that I personally look forward to every month. The location varies and is selected by the members that have volunteered to host the event for that month.

Venues have been located all around the Willamette Valley and have included several different types of cuisine. Some are close to home while others require meeting and then driving to the restaurant. The main job of the host is to let the restaurant know how many people will attend so there is adequate seating and service staff available. Everybody appreciates the good food and service, and the restaurants appreciate a large group on a Wednesday night. As a host you receive the adulation of all of those that attend as well as 5 points towards member of the year totals.

Jacket night continues to receive strong support and attendance which helps to get our club, the WVCA, additional public recognition.

Corvettes and trains

One of our previous club events was the Mt Hood Railroad excursion to Parkdale. This included a drive from Salem to the Hood River station with a pit stop at the beautiful Multnomah Falls in the Columbia River Gorge. The weather was great and the traffic was manageable enough that we were able to stay together as a group most of the way there.

The Mt Hood Railroad is a four and a half hour long trip aboard a vintage train working its way through the orchards and vineyards up the hillside to a quaint old fashioned railway stop named Parkdale, which is located at the base of Mt Hood. Event host Buzz Blogg had obtained accommodations in the premium seating section, which included seating for four at a table with a large picture window to enjoy the passing scenery. We traded sides on the return trip so that nothing was missed from either side of the train.

By the time we finished the excursion and returned to the Hood River station, the weather was even nicer allowing for a top down ride home. At a stop on the way home, I met a fellow Corvette enthusiast who was taking pictures of several of our Corvettes in the parking lot with his parked nearby. He was very interested in joining a club so I gave him one of our business cards and invited him to check out our website and also extended an invitation to our next monthly meeting. Corvette owners love Corvettes and enjoy the camaraderie they inspire.





Shelly's Famous Applesauce Bars

x4	x6	
1 c	1 1/2 c	Butter, melted
2 2/3 c	4 c	Brown sugar
4	6	Egg
4 c	6 c	Applesauce
4 c	6 c	Flour
4 tsp	2 Tb	Baking soda
2 tsp	1 Tb	Salt
4 tsp	2 Tb	Pumpkin pie spice

Preheat oven to 350, grease 9x13 pan. In medium bowl, mix together butter, brown sugar and egg until smooth, stir in applesauce. Combine the flour, baking soda, salt and pumpkin pie spice; stir into applesauce mixture until well blended. Put in greased pan and bake for 35-40 minutes.

That's it for this issue. Just reminding you that we can use this space for recipes, notices, for sale items, and any news that is of interest to the members. We have had a lot of car activity in the last few months: Steve sold both of his cars and has a C7 Z51 yellow beauty on the way, to keep company with Kens Laguna Blue C7 that he got last month. Ex member Clay Mumby now has a 2010 C6 GS coupe that delivers 850 HP to the rear wheels. Scary fast!! Tom and Buzz and Duane will be ordering their C7's fairly soon, so the parking lot will be having a new look by the Fall cruises! There may be some cars for sale in the coming months: Tom's 2004 and Buzz's 2012 and maybe something from Duane as well...if you are interested, contact these guys and have a talk with them!!