

WILLAMETTE VALLEY CORVETTE ASSOCIATION
CORVETTES
Salem, Oregon



SPRING
GLASS SASS



INSIDE THIS ISSUE:

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PRESIDENT/VP CORNER	1
MINUTES	2-3
WIDEBODY KIT ARTICLE	4
KENT ARTICLE	5
CORVETTE TRIVIA	6
JACKET NIGHT	7



Driving season is here, and I can't wait to get out and enjoy some twisty roads!

At this month's meeting, activities were once again the main topic of discussion. Members are always encouraged to participate in planned events as well as coming up with an event for the club. An example of this was the three overnight runs proposed by Jim Tiano. It was hard to choose between them all, but after an initial show of hands to gauge interest, Jim is at work finalizing the details. Jim and Roxie also put together last year's Jet Boat/ Redwoods/ Crater Lake run. One of the best scenic cruises I have been on, but the Jet Boat ride up the Rogue was most memorable.

The SACC 88th Annual Cherry Blossom Poker Run is next Saturday, April 16. The starting point is the parking lot at Walery's Pizza in West Salem around 9am. The registration cost is \$15 and canned food donations are also welcomed for the Marion/Polk food bank program. There are a number of stops where playing cards are drawn and recorded on your card. The WVCA is sponsoring the Last stop at the Half Penney again this year. If last year was any kind of indication, this is going to be a lot of fun while helping the local Boys and Girls club with the money that is raised.

The Post Tax run is being headed by Steve and Cindy Tuttle, and we will be heading to Astoria and the Bow Picker, arguably one of the best fish and chips platters available anywhere. Steve really knows the roads and this should be a fun filled daytrip!

Also discussed were the initial plans for this year's 5th Annual Cruise-In at the Half Penny which is scheduled for July 23rd. (Continued on Page 3)



Hello Corvette Enthusiasts,

Welcome to our newest member **David Dunn** and his 2012 Red Convertible. Also welcome to our guests, **Tim and Sharon Walsh**, **Bill and Georgiana Terlecki**, who we hope will join the club. Also visiting our meeting is **Jerry Bennet** from Gary, MN., and a member of the Fargo N.D. Corvette Club. I enjoyed visiting with him and he has asked if he can tag along in his Tin Rental Car on weekend drives so he can see Oregon. He told me his club has 100 members from small towns and rural communities, in N.D, S.D. and MN. Can you imagine a club of 100 members! There are many reasons why we choose corvettes. The obvious, Style, Performance, ride and the true American built Sports Car since 1953. The most enjoyment I get is when what happened to me last Saturday while waiting in the Walery's Parking Lot. A young man in his 30's pulled up beside me and asked if his son could get out and walk around my car for a better look. Said he has a Stingray matchbox which is his favorite toy. I looked over at the car and saw no child until his dad opened the door and a 3 ft. tall 3 yr. old boy climbed out of his seat with his eyes wide open. He walked around the car with his dad looking at his shadow in the side of my car. I asked his dad if his son would like to sit in the driver's seat? In a flash he was in the driver seat with a big smile on his face. I would bet that when he grows up and buys a sports car it won't be a Mustang, Foreign Job, but a Corvette! I am sure glad I got to the meeting place early that day! (Continued on Page 3)

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. The Willamette Valley Corvette Association, Inc., was organized in 1968 to create an esprit-de-corps among Corvette owners; to further the general interest in Corvettes as a sports car; to provide an organization for the exchange of technical information between Corvette owners, dealers and the manufacturer; to encourage skillful handling and safe driving; to provide social gatherings of Corvette owners with a common interest; to encourage and assist members to compete in sanctioned events sponsored by WVCA and by other clubs with similar interests, and to encourage dealer/club co-operation and promote community betterment.

Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

BOARD MEMBERS for 2016

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Willamette Valley CORVETTE Association

April 7th 2016

Meeting called to order at 6:30 PM by President Tom Paddock.

Number of members present: 39

Number of guests present: 6

Guests: **Jerry Bennett** visiting from Northern Lights Corvette Club in N Dakota
- C6 Lt3, C4, 1959

Tim & Sharon Walsh (sharkaaawa@aol.com) – 2006 Daytona Sunset Orange Coupe

Bill & Georgiana Terlecki (grterlecki@hotmail.com) - 2003

April Birthdays: Gary Whelchel 8th, Margie Castro and Tom Paddock 10th, Sally Hart 14th, Darrel Holmes 17th, Kerry Hudson and Rachel Watilo 19th

New Member: Dave Dunn has met the membership requirements and was voted in (along with his 2012 red convertible.

Treasurer's Report: March Checking Balance beginning \$5,490.90 and end \$4,819.90.

March Money Market Balance beginning \$3,208.33 and end \$3,208.35.

Motion to accept the March Treasurer Report was put forth by **Ken Arck**, seconded by **Dave Dunn** and passed without opposition.

Motion to accept the March minutes, after amending to edit **Lee Hart's** motion to rescind the 2015-2016 budget, was put forth by **Lucky King**, seconded by **Pat Manrubia** and passed without opposition.

Past Events:

March Jacket night on 3/16 was hosted by the **Ennors**. It was at Glockenspeil in Mt. Angel and attended by 26 people.

Current Events:

April Jacket night on 4/20/16 hosted by the **Tuttles** will be at Los Arcos on Commercial Street. We will meet there at 6:30.

Post tax run on 4/30/16 hosted by the **Tuttles** to Astoria with lunch at the Bow Picker. We will meet at S Salem Safeway at 9:30am.

Spring Cruise-in at Suburban Chevrolet in Sandy is 5/7. **Stan Czerniak** will be entering his 2015 Corvette in this event. If you want to go please send out an email to all@wvca to see if anyone is interested in joining you.

5/18 is May Jacket night hosted by the **Starks**

5/21 is the Iris Festival Parade in Keizer. We need @ 20 cars.

People's Church has invited us to join them for their Saturday cars and coffee from 7:30-10 on 5/14, 6/11, 7/9, 8/13 and 9/10.

We are deciding if we are participating in the Cherry Blossom Run on 4/20. This would entail hosting a stop in the poker run, probably at the Half Penny. **Roger Burgess** will talk to Monte to make arrangements.

Annual Cruse In: is on 7/23 at the Half Penny. This is our 5th one, there have been some changes in sponsors, etc. but this is still happening. We will not be having a band or DJ this year but will play music through the sound system. We need people to sign up to help before, during and after this event. We also need people to donate prizes for the silent auction. Complete baskets or entries would be appreciated. This is our major fundraiser for the year and always a really good time.

Charity Committee: **Barbara Fuller** has volunteered the head the Charity Committee. **Julie Hughes, Cindy Tuttle, Tim Blaylock and Dawn G.** volunteered to work on this committee.

Welcome Back: **Jim and Kerry Hudson** are back from snowbirding in Arizona and it is great to see **Ken and Vikki Arck** at the meeting.

Birthday Party: **Lucky and Claryce King** invited everyone to join them in celebrating Lucky's 75th birthday at the Elk's Lodge on Turner Road on 5/27 at 6pm.

Website: Ken Arck reminded everyone that the website has a lot of great resources for members and a calendar that can be filled out online.

Tech Time: **John Elegant** and **Stan Czerniak** are working on top secret projects with their cars and need a rivet gun. If anyone has one they can borrow it would be appreciated, otherwise they will probably buy or rent one.

Trivia: What was the shortest Corvette generation and how long did it last? **Stan Czerniak** answered correctly with C-2 for 5 years.

50/50 Drawing: Thank you Jim Tiano for collecting \$125. \$63 to the club, **Shannon Walsh drew Sally Hart** for \$31 and **Dave Dunn drew Stan Czerniak** for \$31.

Adjourn at 7:15pm

(Continued from VP article on Page 1) Now for the upcoming Event's in April: Cherry Blossom Poker Run for the Boys & Girls Clubs of the Salem Area is happening April 16th. WVCA along with the Half Penny will sponsor the 8th and last stop. Poker Run starts 9:00, at Walery's Pizza on Edgewater St. in West Salem where you register, pay your cash fee and get your map. Need volunteers hourly from 11:00 a.m. to 3:00 p.m. to man the booth and pass out playing cards and information about our club. Contact Tom and Shelly Paddock, kehraus@msn.com, or shelly-rocks2@gmail.com, so your time can be scheduled.

Apr. 20th, Jacket Night, sponsored by Tuttle's, meet at Los Arcos Mexican Grill, 4120 Commercial St. S.E., Salem at 6:30 for good Mexican Cuisine and good company.

Apr. 30th, Post Tax Run, sponsored by Tuttle's, meet before 9:30, at South Salem Safeway Parking Lot, 5660 Commercial St. S.E., Salem. Questions?? Contact Steve at swtutt@hotmail.com. You don't want to miss this one as Steve plans great drives on Oregon back roads. May 7th, Spring Cruise In, Suburban Chevrolet, Sandy, OR 9:00 a.m. – 3:00 p.m. Free for spectators, \$15.00 Registration Fee. May 18th, Jacket Night, sponsored by the Stark's. A Mystery now, more information at the May general meeting. May 21st, Keizer Iris Parade: We need 21 cars and the staging area and time will be determined. I won't write an article for May as Maryann and I will be traveling to the Outer Banks, leaving Apr. 28 thru May 17th. Roger

(Continued from President Article on Page 1) Members will be asked to help with several facets of the event and hopefully the weatherman will cooperate this year. Roger Burgess pointed out that this is the only 'Corvette only' car show in the valley and has been very well received in the past. More details will be presented at the next meeting.

Gas prices are the lowest in years! Let's take this opportunity to get out and enjoy some of Oregon's great roads and amazing scenery!



ACS Composite Offers New Widebody Kits the C7 Corvette Stingray!

Thanks To Corvette Blogger, by Mitch Talley.



If you're like most Corvette enthusiasts, you love the wide body look of the 2015-16 Z06 (and the upcoming 2017 Grand Sport). If you already own a 2014-16 Stingray coupe or convertible and would like to convert it to the wide body look, you might want to check with the folks at [ACS Composites](http://www.acscomposites.com).

They've just released their newest Wide Body Conversion Kit for the Stingray, allowing room for bigger tires and wheels (12 inch wheels fitting P335/25 ZR20s) and offering a more aggressive look.

ACS says the conversion extends the rear quarter nearly 2 inches per side, allowing those larger wheels and tires to get the C7 power to the ground and improve acceleration times.

An important point is that the OEM rockers don't have to be unglued from the car's aluminum rails, which ACS says is an expensive and dangerous procedure that would require removal of the door and potentially, through heating, distort the aluminum chassis.



You can get a scooped version like the Z06 available with functional brake cooling ductwork or a smooth version for those who prefer a cleaner look. Both versions are bolted and quickly installed for a perfect fit and finish.

ACS says it designed the widebody kits from the ground up with computer-aided engineering. All panels are sold fully prepped and primed, ready for trial fitting.

The company says it has addressed every detail, from wheel liners to fasteners to new rear splash guards. The bolt-on kits include driver and passenger sides, rocker extension, main quarter panel, five rear quarter upper scoops, rear fascia extension, rear splash guard, wheel liners, all hardware, and manufactured in RTM composite.



<http://www.corvetteblogger.com/2016/03/15/acs-composite-offers-new-bolt-widebody-kits-c7-corvette-stingray/>

And thanks to John Elegant for this article!



Kent Muhle

Why Choose A Corvette?

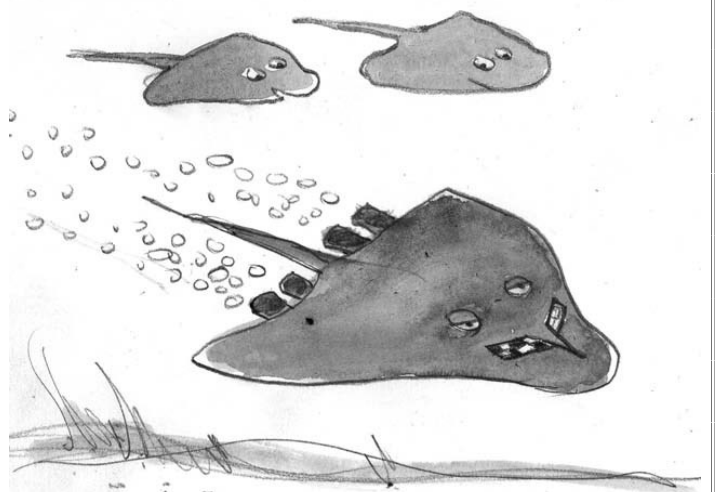
I sold my MGB in 1975 and floundered for awhile. It was a hard time for me, and I was having difficulty choosing between drugs and life. I worked on other

people's cars, and in 1978 ordered a new Firebird Formula. The Trans Am spats, screaming chicken on the hood, weird metal turned dash all were a bit much for me. However, by checking the right boxes one could get the TA 6.6 engine, 4 spd, WS6 suspension and a much more understated hot rod in the Formula vs the Trans Am. It was black, had all the convenience options Pontiac offered (leather, T-Tops) and with the addition of Tru-spoke wires and raised outline tires (so much for understated) I was back baby! The car could smoke the tires at will and handled well for it's time. It handled in a much different way than those little British cars I'd been driving, and if you made a mistake in a corner you had enough juice to make up for it before the next corner. More brutish than refined, the car was a hoot to drive, and taught me a lot about driving. Specifically about oversteer. And holding a drift. And looping a car on an on ramp. Multiple times.

I was selling used cars at the time and in came a 1970 Olds 4-4-2 in orange with black interior that I just had to have. 455 cubes with a torque curve that looked more like a torque plateau. It cornered quite well for a 3800lb boat and surprised a lot of people, but I wanted to go drag racing. Here's the thing about Oldsmobile's. They cost a double butt load of money to modify compared to other American cars. By the time I figured out how to make the engine work (and live) I had enough into it to go REALLY fast in the Chevy or Ford world. But WOW did I have fun. In the early 80's I had a hard time getting a street race, cuz people knew it was THAT 4-4-2. In today's world it's nothing, but in 1982 I would head to Woodburn from work, swap tires, yank the front tires off the ground for 100' and turn lo 12's. Wrp Spd is quicker. My C5 is as quick. Attila (what else would I name it?) got 13 MPG on the highway and 6 or so on the street unless driven in anger, and then all bets were off. Not only that, the brakes were scary and the handling was, well, not handling. In a straight line under full power it was pretty easy to drive but at the end of the track you couldn't get out of the damn thing quickly enough. But the power. Oh god, the POWER!

Attila had gone over the edge as far as a drivable street car was concerned, and I sold the thing but kept the engine and trans. Wanting another 4-4-2, I purchased a bone stock 1970 with an automatic and used it for my daily driver. Thus began the legend of LB (Land Barge). When the engine got tired, I had the bright idea of stuffing the drag race motor and trans left over from Attila and a star was born. This was 1984 and nobody was making their cars handle yet. I went to Quikor Engineering and had them come up with a set of sway bars, worked with Benz spring and came up with a set of coils, and settled on some Koni's to smooth things out. Working with Willamette Wheel, we came up with a stock looking set of super stock 3's that measured 15X8 up front and 15X10 in the rear. I don't recall the offset, but the 70 4-4-2 has enormous wheel wells, and with some trimming, rolling and gentle massaging got the car to sit 3" lower than stock on 265 50 15's up front and 295 50 15's in the rear. With 3:31 gears, a massive torque engine that red-lined at 6500 and a suspension that really kept the 3800 pond beast under control LB was legendary. A true low 12 second car on street tires, a top speed of 165 and decent brakes (for a couple of laps) it would hang with some exotic machinery around PIR.

However much fun the beast was, it was HUGE, had a bench seat and although it could hit and hold an apex, that was a bunch of mass to quickly change direction. NOT an autocross car by any stretch. But it had that V-8 bellow, the kind of torque that demands your attention, and was the kind of car that made you drive it. Now if I could just get all that into a smaller package. Maybe an American two seater with a V-8, tons of power and the grip to handle it. Does anyone make one of those?



"Cool. A Corvette stingray."



And continuing with Corvette Trivia from last month:

1954

For the first time in Corvette history the price was lower than the last year, the 1954 Corvette base price offers \$2,774 which is cheaper than the \$3,498 of 1953.

Trivia Corner

The production for the 1954 model was moved to a new plant in St.

Louis plant that has a capacity of producing 10,000 Corvettes per year.

Only 3,640 were built in 1954.

Because of the new camshaft, the 150 horsepower was raised to 155 horsepower.

The 1954 Corvettes offers other color other than the polo white.

Among the color that were offered by GM were Corvette in Black, Blue and Red. And for the interior instead of red you could have a beige.

The 1954 Corvette is just the same with the 1953 Corvettes except for its colors.

The V8 made its first debut in the 1954 Corvette in September prototype but still the 1954 Corvette has no V8 with it.

1955

It was in 1955 that changes were made to Corvette.

The introduction of the Thunderbird, a two seater American made sports car with a V8 engine, by Ford push GM to work hard and finally after years of testing the V8 engine was made available in the Corvette.

The 265 CI 195 HP V8 gave Corvette what it needs and for the first time people recognize the Corvette as a true sports car.

The 1955 Corvette has a weight of only 2,805 lbs when equipped with the V8, it was the lightest Corvette ever produced.

The "Corvette", that was scripted on the front fenders was changed and an enlarged "V" to denote the new V8 has been added.

The base model with the six cylinder engine combined with the standard 3 speed manual transmission was one of the most unusual Corvettes in 1955.

People in the sports car market began noticing Corvette with its combination of the new more powerful V8 and the 3 speed

manual transmission.

A new record has been set by Zora Arkus-Duntov at the Dayton "Measured Mile" at just over 150 MPH driving a prototype 1955 V8 Corvette.

The changes and improvements that the 1955 Corvette had did not change the production, it was still to be the lowest production year since 1953.

Corvette 1956, 1957, 1958, 1959 Trivia

1956

The 1956 Corvettes has 13 vertical bars or "teeth" in the grill, which some racers considers to be unlucky.

The toothed grill become a trademark which lasted until 1961.

The 1956 Corvettes offers windows that actually roll-up instead of snapping into place.

In 1956, the first factory hardtops were produced.

The optional engines had 9 fins on the valve covers.

The first appearance of a two-tone paint and Black came back strong.

The difference between the 1956 and 1957 models, is the thumb screw on the dash mounted rear view mirror that the 1956 had.

1957

The traditional polo white color was last used.

Corvette is the first mass produced American car that break the 1 horsepower per cubic inch barrier with the 283CI / 283HP engine.

The limited slip differential (posi-traction) was offered as an option for the first time.

1957, introduces the 4 speed manual transmission as an option

the Fuel Injection was made available for the first time.

For 1957, Black was the top pick color with 2,189 units built.

1958

The first-time to have a four headlamps.

1958 models had 4 fin alloy covers on optional engines.

The front and rear bumper assemblies were transform.

Before 1958, the only acrylic lacquer paint used was on the "Inca Silver" Corvettes.

The 1958 Corvette appear with a factory-installed seat belts.

The one and only "Retractable Hardtop" Corvette concept car was developed by GM stylists.

Last year for the tachometer.

"sissy bar" a passenger side grab rail in the dashboard was featured in the 1958 Corvette, the first time for a Corvette.

1959

In 1959, Sun visors became a Corvette option.

The turquoise soft tops were offered in 1959, the only year that it was offered.

Snowcrest White became the most famous exterior color. The last year of cotton ply tires on the Corvette.



Jacke Nacht März auf dem Glockenspiel in Mt. Engel

(Jacket Night at the Glockenspiel in Mt. Angel)

Our monthly Jacket Night dinner visited the Glockenspiel restaurant in Mt. Angel. Pat Ennor was in charge of plans for the March gathering and after at least two aborted attempts to find a venue that was willing to host a group of our size she finally found that the Glockenspiel was more than willing to accept a reservation for our group.

This year's March weather has been somewhat wet, in case you hadn't noticed, but luck was on our side as six Vettes met at Harbor Freight for a lovely spring drive out to Mt. Angel under sunny skies. With reservations for 25 Pat was a little nervous about not having enough members to fill the reserved seats. But upon arriving in downtown Mt. Angel we found the rest of our Vettes already there waiting for the tour so in the end there 26 of us present to enjoy each others company and some great food.

Those who chose not to tour out missed a nice spring drive in the country which was a good warm-up for drives and tours to come as the weather warms and dries out which will happen soon, I'm told. A few of our group knew all about German food and looked forward to enjoying it again. A few others were sure that they didn't like German food but had never tried it. Those people seemed to be converts and several were heard

commenting that they were going to go back out to Mt. Angel and enjoy the Glockenspiel again soon. Our jacket nights always seem to offer up surprises. Even Pat Ennor who organized the event was surprised to find that Wiener schnitzel is not a sausage dish but rather a pork loin dish. Participating in Club events can not only be fun but educational occasionally too.

With Spring here and Summer on the horizon we can all look forward to more jacket night gatherings with good food, good friends, and good times. So dust off those Corvettes, put the insurance back on them, and get ready for WVCA's 2016 summer Corvetting season. It's time to drive our baby's, get back on the road and do the things we joined this club to do. Winter is over.





FOR SALE...

Selling grandma's Camaro, owned by a non smoker, NEVER raced around, or abused in any way. Totally stock. 2011 Camaro 2SS/RS, 15,700 miles, automatic 6 speed/paddle shift transmission, sunroof, no stripes, rare one year

only Synergy green SS, 400 HP V8. **\$28,000 Call Jim or Kerry 503 588-4417.**



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