



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 40, ISSUE 12 DECEMBER 2018

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President
Julie Hughes

As you all know, I will be a member of our club again in January. It has been my pleasure to have service as President of the Willamette Valley Corvette Association for the past two years. I have learned a lot about the working of this club and feel privileged that you put your faith in me to oversee what the Club requires and maintain the status quo. I have a wonderful Board of Directors who kept me on the straight and narrow track as we went along through the year. I want to thank them for all they have done and hope that the new Board of Directors will ask for guidance if they need it.

Thank you to my Board of Directors: Kent Muhle - Vice President; Tom Paddock - Secretary; Jennifer Anderson - Treasurer; Ken Arck - Historian/Webmaster; Kathleen Ridge - Member-at-Large

I want to thank Buzz Blogg for letting me know my Presidents Corner is needed to complete his work on the Glass Sass. I know Buzz, sometimes I was slow in writing my article and had no idea what I was going to write about, but somehow I always had something to let our members who are unable to attend a monthly meeting know about .

In closing I had great support for the two years I was President, and will try and support the new Board that is coming to take their place for the 2019 Corvette year. Remember Stan, I am here to help. I will still be on the board as a past president status.

Sincerely, Julie Hughes



Vice President
Kent Muhle

The year is rapidly coming to an end, and I'm already looking ahead to next year. When I look back at what WVCA accomplished this year I'm really proud to be a part of this odd group. (You know who you are). I'm looking forward to the Christmas party on the 14th at Annette's, one of my favorite places by the way, and seeing you all in a casual setting to celebrate the holidays and our club.

At the December meeting we voted to cover some of the dinner costs, so if you make a reservation QUICKLY with Julie, you can feast for a measly \$10.50, which includes gratuity. If ya wanna get some adult beverages though, that's on you.

Oh yeah, bring a stuffed toy for our annual donation to local police. And most Important of all is the gift exchange. If you care to participate, bring a nice gift of no more than \$25 all wrapped up with no label. You get to pick a gift and the next person can steal it from you, in which case you can choose again. If you are over 30 and ever worked in an office you get this...

And while they're up, let's go see some Christmas lights! This is kinda spur of the moment, but what the heck. For the last two years we have cruised to Portland to see the lights at Portland International Raceway. Although it has been fun, it's been sparsely attended to say the least. Let's try something different this year.
(Continued on page 10)

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 and OFFICERS for 2018

President: Julie Hughes

503-421-0733

president@willamettevalleycorvettes.com

Vice President: Kent Muhle

503-680-2907

vp@willamettevalleycorvettes.com

Secretary: Tom Paddock

503-409-6115

secretary@willamettevalleycorvettes.com

Treasurer: Jennifer Anderson

503-602-1615

treasurer@willamettevalleycorvettes.com

Historian/Webmaster: Ken Arck

503-678-6182

historian@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Member-at Large: Kathleen Ridge

503-623-3300

memberatlarge@willamettevalleycorvettes.com

"Asking someone else to drive your sports car is like asking someone else to kiss your girlfriend." **Amit Kalantri, Wealth of Words**

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

DECEMBER 6TH 2018

December 6th , 2018

Meeting called to order by President Julie Hughes at 6:31pm

Members present: 35

New Members: Tom and Pauline Kleve (2005 Coupe) were unanimously welcomed by all in attendance.

Birthdays: Lee Hart 6th, Sherry Chandler 11th

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Kent Muhle

Motion seconded by: Vikki Arck

Vote by membership: unanimous

Treasurers Report: Jennifer Anderson

Amount in Checking:\$7,389.46

Amount in Savings: \$ 3,208.99

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 10,609.45

Motion to accept presented by: Paul Ennor

Motion seconded by: Ken Arck

Vote by membership: unanimous

Julie Hughes asked about volunteers to investigate interest bearing accounts and combining funds. Motion was made by Kent Muhle, seconded by Dwayne Stark and a majority voted in favor. Members of the committee will be Jim Jacks and Sandra Stark. They will report their findings at the February meeting.

Activities Report: Kent Muhle

Upcoming Activities:

December 14th Friday- Christmas dinner, white elephant gift exchange and stuffed animal collection will be held at Annette's 1311 Edgewater St NW. Social time will start at 6:00pm and the Holiday Buffet dinner will start at 6:30. There is a \$25 limit on White elephant gifts. A motion was presented by Lee Hart to have the members pay \$10.50 and the balance to be paid by WVCA. Motion was seconded by Paul Ennor. Another motion to have WVCA pay the entire bill was presented by Ken Arck with Lee Hart seconding. A vote was held for both options and the original motion passed with a majority voting in favor.

June 22nd 2019, Corvettes at the Carousel II- Kent Muhle talked about the fact that WVCA will establish a series of events that will coordinate the the Glass on the Grass. These will be formalized and member support is appreciated. Kent also showed a video production for use on all forms of social media promoting the Glass on the Grass as well as the WVCA. Ben Fish was named to chair the parking committee and will coordinate layout for events.

Activities Committee- All members are encouraged to participate on the committee, contact Kent Muhle for information.

A signup sheet for next year's Jacket Nights will be passed around at the January meeting.

Bowling Green News-

Registrations start on January 2nd for the Birthday Bash. A large crowd is anticipated so early sign up is encouraged. There is a rumor plant tours may begin around that timeframe. 2019 Corvette Caravan registrations are underway. The ZR1 was voted Motor Trends 'Performance Car of the Year' honors as well as the Motor Authority 'Best Car for the Money'.

Glass Sass-

Editor-In-Chief Buzz Blogg encourages all members to send him articles for the newsletter; any topic is acceptable; your first Corvette, a recent trip or even your favorite recipe. It was discussed that members should submit a brief account of their Corvette story.

Web Update- None

New Business- President Julie Hughes presented incoming President Stan Czerniak with the official WVCA President's Trophy and gavel. A sign up sheet was passed around to form a Charity Committee with a goal of finding a local nonpolitical charity for WVCA to support. There was good interest generated by the discussion.

Tech Time- None

Trivia- Which carbureted system had the highest rated airflow?

The ZR1 single quad

The L88 single quad

The 3-2 barrels on the 1967

Buzz Blogg answered correctly with c) The 3-2 barrels on the 1967

50/50 Drawing:

\$ 110 total collected by Ken Kafka

\$ 55 to the club

\$ 27.50 drawn by: Tom Kleve with Sandra Stark winning.

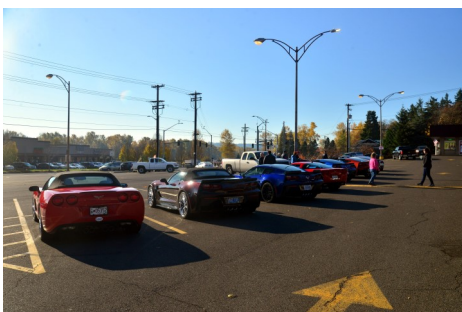
\$ 27.50 drawn by: Al Manrubia with Shane Massey winning.

Meeting adjourned by Julie Hughes at 7:20



October 8th trip to Philomath for Thai food and then to Mary's Peak for some cool sights!





A perfect Sunday afternoon with Mt. Hood Corvettes at the Coast on the 18th. We had 2 excuses to go;
Ken had to get some miles on his beautiful new 2019 GS Coupe. AND We had to take advantage of the weather
What 's not to like? 7 beautiful Vettes, and alas..only one roadster...oh well



Monthly Mid Engine Update (#2): Six Hot Button C8 2020 Issues

(By John Elegant)

Let's address the elephants in the room:

*It looks strange!



Rendering thanks to “bdsavars.”

Yes, it is a radical change. Some will always not like it. However, based on historical receptivity *over time*, most Corvette lovers will eventually adopt the ME (mid engine) as the new member of our family. And just like some hated the C5's big butt when it was revealed; despised the exposed headlights on the C6; disliked the C7 when it was camo'd, some even after it was revealed, however, how many of those some folks now proudly own a C5, a C6 or a C7. However, admittedly, the ME Corvette looks so different than what we are used to.

* It will lack a manual transmission — with its only having a DCT.

That is true, at least for the first years of its production, perhaps the entire generation.

* It will lack practicality — especially due to its cargo space.

GM has a surprise up its sleeve, so do not count the ME out as having insufficient cargo space yet. As Bob Lutz said just a couple of months ago, “GM has solved the mid engine sports car cargo space issue.”

* It will cost *lots* more!

An incorrect statement. Yes it will cost a little more, but the claims that it starts in Z06 pricing territory, some even say more than a ZR1, are just plain wrong. I expect Tadge to say at its reveal, “if you can afford a Grand Sport, you can afford an entry mid engine Corvette.”

* It is going to be expensive and difficult to service.

GM has designed the 2020 mid engine to be easily serviced by a skilled GM Technician. Access to certain parts will be more difficult, but to other parts going to be as easier. Think about what has to be done to replace the C7's torque tube, then remember the C8 doesn't even have one.

* At least I am going to be able to run away from the C8 and get me a new front engined C7 the next two years.

While it is accurate that GM originally planned to build C7's alongside the mid engined C8, times have drastically changed in the auto industry the last couple of years. Can't say more, but let's just say, I personally wouldn't count on ordering a new 2020+ front engined Corvette.

For those who have tuned out the 2020 ME Corvette to this point in time, these 5 videos, a total of nine minutes, will get your started learning a fair amount about the ME Corvette.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/14926-best-5-me-videos-totaling-just-9-minutes>

And to read and learn more, specifically 375 threads about just the mid engine, to see more renderings, info and to get involved in the discussions if/as you wish:

www.MidEngineEngineCorvetteForum.com

The forum is five months old and already is the second largest location of mid engine pictures and information available to you, and due to its “breaking news,” having already been cited and linked in eight major automedia publications. Thanks for reading.

John (available at the forum via a PM to my forum name “John”)





Friends in WVCA: About a year ago I read an article in the newspaper about “B-17 Alliance Foundation.” See our website at: <https://www.b17alliance.com/>

Facebook at: <https://www.facebook.com/B17AllianceFoundation/>

That article told about the Foundation and asked 12 people to purchase new propeller blades because the original blades had holes drilled in them. I purchased one; the cost was \$3000.

Terry Scott guided me during a tour of the work being done at the hangar and asked if I would like to become a volunteer there to help restore the Lacey Lady. I agreed. I submitted an application and after a background check was accepted to work there.

One thing led to another. After about 4 months of drilling out rivets and doing other work, I could see a need to set an engine on a pallet with the propeller shaft in the horizontal position. I did some research and made a mechanical drawing of my conception of how a pallet and stand could be made for shipping and display. Jayson Scott – the director – agreed to let me make it.

During the process, it became clear that two pallets and stands would be necessary: One would be necessary on which to set the engine so parts could be removed from the back; and the other – less complicated – would be necessary to ship it to a licensed rebuild.

I couldn't complete a shipping pallet until we were able to see and remove parts from the back of the engine so I could measure and design supports for the back.

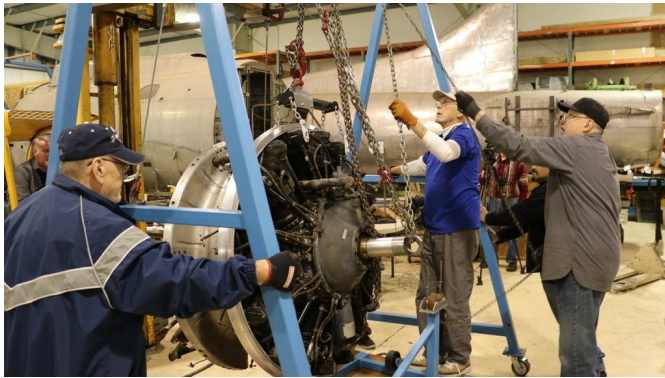
During research – in a 1941 training film, I noticed how a maintenance stand was built with a “U” channel and caster wheels that would allow an engine to be rotated during maintenance. I expanded on the idea using a 2 and ½” x 1 x .120” aluminum channel and a ¼” x 2” flat aluminum strap that Steve Bello at Airport Steel bent for us. The strap is bolted to the back of the “U” channel with a pad of 1 and ¾” fire hose glued to the strap. This device is stretched around the top of the cylinders and air dams like a hose clamp.

All four engines for the Lacey Lady were on pallets with their propeller shafts vertical. This position is not good for display and engine rebuilders want the shaft horizontal without most accessories when they receive them.

Our Museum and Hangar display is open to the public on Tuesdays, Thursdays and Saturdays from 10 AM to 2 PM. It is located about 450 feet south by southwest of the Salem airport tower. Visitors can park north of the sign and walk through the main gate.

Photos depict the two engine supports:





Ghosts of Christmas' Past

By: Paul Ennor

Story #1 – The Blob

My first year in WVCA was 1973. That year marked a number of firsts for me as a new Corvette owner. Among those was my first WVCA Christmas party. We gathered in some members home, I don't remember whose. It was a BYOB affair as I remember with a pot luck.

Each member was supposed to bring a "white elephant" gift wrapped for the gift exchange. I think there was a \$5 maximum. Those were the days when five bucks actually bought more than a Coke. I don't remember what I bought, although I do remember what I ended up with. Keep reading.

The gift exchange rules went like this; Numbers were drawn to determine the order in which people would select a wrapped gift from the pile. You always wanted the lowest number since that person had his or her pick of anything wrapped or already opened. So, it goes like this; the first person picks a gift and unwraps it. Number two can take a new gift or steal any open gift. Then it's number three's turn... You get the idea.

There was no limit on how many times a gift could be stolen. I had a low number and decided to go for the largest oddly wrapped package in the pile rather than steal a known item. Rookie error! Although it was large and heavy, it might have been anything from a stereo component, a statue, a big rock. There was just no way to know. I unwrapped it to find what would become known for several years as "*the blob*", a 24-inch-tall pile of melted white plastic ribbon spray painted red and blue. And guess what? Nobody wanted to steal the blob from me.

While others went home with Corvette toys, bottles of beverages, cans of cookies, Corvette books and such. I ended up packing the blob in my 73 roadster and keeping it in the living room until Christmas 1974 when I tried to disguise it and foist it off on the next Christmas exchange. But try as I did nobody ever took the bait. After a couple of years, I gave up and tossed it in the trash.

Story #2 – U-Cut Trees

In the late 70's and early 80's the membership of WVCA morphed into a group of family-oriented baby boomers whose interest spanned more than just Corvettes. Sometimes the Corvette even seemed to play second fiddle to other activities and vehicle types.

Some guys were into 4X4 pickups, Jeeps or even boats, single guys seemed to like tricked out Chevy vans with shag carpet, all while still owning Corvettes. Some of us had kids by then too. So as Christmas came a few of us would go up to Detroit, buy a Forest Service Christmas tree permit and head up in the mountains in search of that perfect tree.

Of course, we all know the perfect tree doesn't grow down close to the highway. No, that tree will be just up that next big hill, around that next corner, just past where the snow depth prevents even show mobiles from daring to venture. But Corvetters in 4X4's are no wimps. We're going to get that perfect tree no matter how far away, how deep the snow, or how dark it's starting to get.

At least once it took two 4X4 pickups, a tow chain and a couple of shovels and a precarious look down a cliff to find that perfect tree. A perfect tree in the woods always looks shorter than it does when you get home and try to shove it in the living room. But no matter. We saved money with a \$5 USFS tree permit.

That is if you don't count the cost of 40-gallons of gas, dinner at the Cedars in Detroit, the broken chain saw chain and a weeks' worth of cold medicine used fighting the effects of exposure at 5000 feet in the snow.

Story #3 – Salem's first Christmas Light Parade

The year was 1990 and KBZY radio in Salem had an idea to hold a Christmas lighted parade for the first time ever. Salem had never been very successful putting on parades even in the best of weather so this was a long shot at best. Nobody knew what to expect. To make it even more uncertain all of the entries were required to be lighted. By this point in WVCA history the club was an old hand attending every parade within driving distance of Salem, so to enter a parade right in our own home town seemed like a no-brainer.

Not wanting to be out done by some other club, we all chipped in to make a sleigh float from plywood mounted on a small trailer. We painted it red with

silver runners, decked it out with fir Bowes and strung lights all along the edges. A Honda generator powered the lights. I purchased and installed a trailer hitch on my 73 Roadster, hooked up the sleigh, sat my daughter and a couple of other kids dressed as elves in the trailer and we had an entry. Mine was the only Corvette in the parade. The rest of the members dressed in Santa hats and were to march alongside, each with a bag of candy to toss out to kids along the parade route.

We didn't know what to expect as far as number of spectators. Even a summer parade in Salem was historically lucky to draw a smattering of spectators most of which were just annoyed drivers stuck downtown because of closed streets caused by the parade.

WVCA's entry was about the 5th or 6th in the parade and from the form-up area it was impossible to see around the corner where the parade was to begin. As we rounded the corner from the form-up area on Winter street onto State Street it was clear that everyone had seriously underestimated Salem's enthusiasm for cold December light parade.

Spectators lined State Street 3 to 4 deep as far as we could see. We had planned for a lot less people and didn't have anywhere close to enough candy to hand out. Steve Faltyn, all 6-feet plus of him saw the crowd first, looked in his meager paper bag of candy and said, "OH, screw it!" as he tossed the whole bag on the ground in front of the first huge bunch of kids.

We had a wonderful time at this 1990 parade but for whatever reason the club never entered another subsequent Christmas light parade, either in Salem or later when Keizer stole Salem's parade.
THE END

2011 Corvette For Sale



CHEVROLET 2011 CORVETTE COUPE	
EPA Fuel Economy Estimates	MSRP
15	\$53,500
25	

- \$53,500
- 2 owner
- 9500 miles
- Jet stream Blue Metallic
- 6sp automatic paddleshift
- Always garaged
- Excellent tires
- 6 disc cd changer
- Transparent roof
- Excellent condition
- Borla Exhaust System

Ph: 541-521-2033 Email ridger@99w.us

(Cont' fm cover) December 19th is a Wednesday, so lets meet at 6:30 and tour the Keizer Miracles of Lights display. I've already sent out an email with two options, one is meet at 6:30 and cruise to the lights, and the other is meet at a restaurant at 6:30 and head to the lights on a full belly. See how easy it is? Come up with an idea, send something legible to Buzz, and look at that. A party!! Here's a link, and a donation suggestion:

<https://www.facebook.com/MiracleofChristmas/>

There are many opportunities for all of you to be involved next year. It's a lot of fun, I guarantee you. It also involves some work and responsibility. I'd love to say it's all fairy dust and strong IPA, but the fact is that we are a large group of wildly different individuals with many strong personalities. And yet, we are bound by one common belief. We believe (and frequently prove) that we drive the best true American sports car out there. Nonetheless we are destined to have disagreements.

Last time I looked at the roster (which has gone way up as of late), we are all adults, and as adults we should be expected to handle differences of opinion in thoughtful, adult ways. As our membership grows more diverse lets keep our core values in mind.

Finally, I'd like to thank Julie (Madame President, or Boss, as she liked to be called), for stepping in and being president through a tumultuous time. You will go down in history as President during the 50th anniversary of the WVCA and the turnaround in membership. Thanks Boss.

Umm, Stan? You gonna make me kiss your ring every time we meet too? YIKES!

1973 Corvette Coupe For Sale

- Bright Red
 - Auto trans
 - T-Top
 - 350 CID engine
- Needs upholstery/paint
- \$17,000/
best offer

DuWAYNE MATTOX
ROSEBURG 541-670-3733



Blast from the past..does anyone know when and where these were taken?? Might be a ticket or 2 for the drawing next meeting for anyone who can get all 3 right...

DECEMBER 2018

Sun Mon Tue Wed Thu Fri Sat

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*Club
Meeting*

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*Christ-
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JANUARY 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 New Years Day	2	3 Monthly Meeting	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

2019 Standing Committees

Carousel II Glass in the Grass Car Show June 22nd 2019

Kent Muhle (Chair) Dan and Jennifer Anderson Lucky King Dawn Gloeckner
Bob and Annie Koenig Ken and Vikki Arck Stan Czerniak Julie Hughes
Sandra Kafka Shelly Paddock Gene and Liz Kraiter Wayne and Janet Kreger
Sandra Stark Robert and Kathleen Ridge

Budget

Julie Hughes Dawn Gloeckner Liz Krater Jim Tiano Jennifer Anderson

Activities

Kent Muhle (chair) Stan Czerniak Shelly Paddock Ken Arck Vikki Arck

Willamette Valley Corvette Association
P.O. Box 20576
Keizer, Oregon 97307

**Place
Stamp
Here**

