



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 41, ISSUE 12

DECEMBER 2019

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President Stan Czerniak

It is hard to believe that the year 2019 is already rapidly drawing to a close! And looking back, there is much that the WVCA members can be rightfully proud of accomplishing. To start with, we can be proud of holding the best attended CORVETTE Car Show, ever in the State of Oregon! In my discussions with other Oregon CORVETTE Car Club Presidents, I have not found any that ever had more than 150 CORVETTES to attend one of their Shows. So, our turn out of 170 CORVETTES is truly all the more impressive!!!

Secondly, the WVCA has held three very successful CRUISE INS, along with our Capitol Chevrolet partners, that were all well attended! Even our last CRUISE IN in September attracted over 40 cars, even though cloudy and rainy skies were with us throughout that day. And recall that our first CRUISE IN attracted 80 cars, which was well above the number that I expected to attend!!!

In addition, members of the WVCA participated in the Iris Festival Parade, several fun cruises, great Jacket Nights, the CORVETTE DAY at the World of Speed, in Wilsonville, as a part of the Portland Cars and Coffee Cruise In!

And thanks to Shane and Andrea Massey's initiative, the WVCA had the most fun Halloween Costume Party that I have ever attended! *(Cont page 4)*



Vice President Kent Muhle

This is my last VP Corner. I've written one almost every month (missing a few cuz of the whole "health thing") for two years, and have sat next to the prez at the general meetings for as long. Last night was my last chance to sit up front and unfortunately I missed it, although President Stan assured me I could take his seat anytime I wanted. I have really enjoyed my time as a board member and am going to miss it, but I assure you I'm going to love seeing the meetings from the "cheap seats" for awhile.

I'm excited at the momentum our association is currently enjoying, and can't wait to see what the new Board is going to come up with. Although I'm excited about the future, somehow I feel the need to wax nostalgic. I joined this group in 2015 cuz I had just moved to Salem and was looking for a bunch of like minded Corvette folks in the area. I had been in the club scene before, having been the president of the 4-4-2 Club of Oregon in the 80's and recalled the fun we had driving our cars to various events and cruises. My next gig was as treasurer of Region IV of the Arabian Horse Association. Much different events and cruises!!

The thing both associations have in common is the people. Most of my friends come from my horse clubs or my car clubs. And as I've said before, we'd have never met if not for our passion for whatever horsepower source we chose. I am thankful for all the relationships I've built during my time as a member of this group and especially as a Board member. WVCA is an amazing organization built on a 51 year history, and to have been a part of directing that in the last 2 years is an honor. That little party we held on the river to celebrate our 50 year anniversary and the followup last summer will go down in history as the best all Corvette shows in the valley. I still can't believe we pulled that off, and that particular event cemented some relationships I have in this group that will last forever.

I hope the incoming officers have as much fun as I have in helping WVCA grow. This group is the most passionate I've seen as far as "keeping the candle lit". I joined for the people, but for the people that love Corvettes! Never lose sight of the fact that we are a CAR association. We are here for our love of all things Corvette. If you haven't noticed during the trivia questions at our meetings we have a bunch of folks steeped in the history of the Corvette. *(Cont 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 and OFFICERS for 2019

President: Stan Czerniak

971-218-9951

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Vice President: Kent Muhle

503-680-2907

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Secretary: Tom Paddock

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Treasurer: Sandra Stark

503-949-9100

treasurer@willamettevalleycorvettes.com

Historian/Webmaster: Ken Arck

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historian@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Member-at Large: Lucky King

503-559-3470

memberatlarge@willamettevalleycorvettes.com

The buffalo isn't as dangerous as everyone makes him out to be. Statistics prove that in the United States more Americans are killed in automobile accidents than are killed by buffalo.

Art Buchwald

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

DECEMBER 5TH 2019

Meeting called to order by President Stan Czerniak at 6:30pm

Members present: 34

Guests- Dana Malby 2004 Z06 Commemorative Edition

New Members: None

Birthdays: Lee Hart 6th, Kelly Smothers 8th, Sherry Chandler 11th, Karen Freitas and Steve Tuttle 21st, Pauline Kleve 24th

Minutes Report: Tom Paddock

Changes to previous minutes: **Wayne Kreger** noted that the Stayton Santa Cruise is an 8:00 am breakfast not a dinner. Cost is \$7 per person and there will be a toy collection for children.

Motion to accept as published with correction by: **Joe Peters**

Motion seconded by: **Lucky King**

Vote by membership: unanimous

Treasurers Report: **Sandra Stark by Kelly Smothers**

Amount in Checking: \$ 5,403.42

Amount in Savings: \$ 10,609.41

Amount Petty Cash: \$ 11.00

Total All Accounts: \$16,023.83

Motion to accept presented by: **Wayne Kreger**

Motion seconded by: **Shane Massey**

Vote by membership: unanimous

General Motors/ Bowling Green/ Mid Engine Corvette update: Ken Arck and John Elegant

John Elegant talked about the end of the C7 production and the plant being retooled for production of the C8. The three week process including changing the robots, training and cross-training line workers but also a better utilization of the space. Areas that used to transition body and chassis have been updated and take less distance. The new engine build and assembly area is much larger as is the paint area. Production has started and is being closely monitored by GM quality control supervisors and production is slated for one per hour for the next 8 weeks with approximately 350 vehicles being produced by the end of January. Production of customer vehicles will start in February and nobody is sure if there will be the second shift added to increase production.

Wayne Kreger asked about articles and reports about GM losing money on the new Corvettes. John Explained that GM leadership is tightening the brand and that competitors can't figure out how GM can build the C8 for what they can, but that they are making money on each one.

Upgrades and options generate more money for GM, but they make money on all of the cars. Stan also recognized **Andrea Massey** for her work as Chair of the Charities Committee coordinating donations to Liberty House and Marion Polk food share programs.

For the most current information available be sure to register over at MidEngineCorvetteForum.com, which is moderated by John.

Stan Czerniak recognized all the current board members for their service as this was their last meeting before the new board steps up. **Kent Muhle** for his never ending commitment to the success of WVCA car shows, cruise ins and activities coordination. **Tom Paddock** has been on the board for the last 8 years in various positions. **Sandra Stark** has done a great job setting up new member tracking and paying the bills in a timely manner. Stan also thanked **Paul Ennor** for his many articles he has written for the Glass Sass to which Paul asked members to write articles about their Corvette story, trips or just about themselves.

Budget for 2020

John Elegant, chair for the budget committee, presented the budget for 2020. It is a conservative budget, with a shortage due to Car Show expenses related to the 2021 show. Wayne Kreger made a motion to accept the budget, and a second came from Joe Peters. The motion passed with a unanimous vote from all in attendance.

Stan also set up a By Laws review committee and a motion was presented by **Shane Massey** with a second by **Dave Schwerdt** with all in attendance voting for. **Kelly Smothers volunteered** as chair, **Shane Massey and Roger Burgess will assist** in reviewing timelines and present possible changes.

Activities Report: Shane Massey

WVCA Christmas Party-

Julie Hughes and Andrea Massey setup the Christmas Party for December 21st at Bargarten Bavarian Social Haus located at 6045 Keizer Station Blvd, Keizer, OR. There will be a gift exchange with a \$25 limit. Bring a gift and get a number, select a gift or take something already opened with a two steal limit per gift.

There will also be a collection for stuffed toys for the Marion County Sheriffs Department. It was suggested that WVCA subsidize member meals, and after some discussion, **Shane Massey** made a motion to have the club pay for half the meal, which was seconded by **Jim Jacks**.

John Elegant made a motion to amend the motion to have WVCA pay half the meal from dues so final member cost is \$16.50 plus gratuity and drinks. This was voted on and passed with a 27 for and 7 against vote. The meal will be a buffet and will have a Bavarian theme. A big thank you goes to **Julie Hughes and Andrea Massey**.

Upcoming Activities:

December 18th - Jacket Night- Keizer Lights cruise, Hosted by Shane and Andrea Massey. Meet at 6:30pm for Dinner at La Hacienda Restaurant 5024 River Rd N, Keizer, OR. Afterwards we will tour the Keizer Lights There will be a canned food collection point for donations.

SACC- Wayne Kreger

Wayne reported that there isn't much going on at this time of year.

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.

New Business- Stan met with **Jeff Shutt** from Capitol Chevrolet and was given **Nate McCall** as a contact point for WVCA members that want to do a courtesy delivery for C8 Corvettes purchased out of state for \$350. They have 17 allocations and have stopped taking deposits for new orders at this time.

Tech Time- John Elegant is moving and gave away a substantial amount of Corvette related products, literature and catalogs he has collected over the years commenting that this "will be less stuff to move into the new house".

50/50 Raffle

\$ 135 total collected by **Lucky King**

\$67.00 to the club, \$34.00 drawn with **Kelly Smothers** winning and \$34.00 drawn with **Cindy Tuttle** winning.

Meeting adjourned by **Stan Czerniak** at 7:33

(Continued from cover) The C8 is the most amazing car Chevrolet has ever produced, but don't tell me you'd have less of a smile in a 57 fuelie with the top down on a sunny day. Different car, same smile! I guess I'd be remiss in an end of year column without making some new years resolutions.

#1. After getting the chance to drive Paul and Pat's big block C3 convertible this year I need to drive a C2 and a C1. I know the C4's through C7's very well, but I love the lineage and history of the early cars and sadly have no seat time. Anyone have an early car that needs some respectful exercise?

#2. Attend each Car's and Coffee at Cap Chev. I think we will have all the dates early enough in the year that I can mark my calendar and health permitting those events were really fun!

#3. Come up with a better costume for next years Halloween party. Whenever and wherever the 2020 Halloween extravaganza is held, I'll be there!!!



(Cont from cover) And the year is not quite over yet, plans are being made for a CRUISE of the CHRISTMAS Lights, in Keizer on the 14th, as well as a Holiday Party at Keizer Station on the 21st!!!

We can also be extremely proud that this year the WVCA showed it's concern for our community, by adopting the Liberty House for abused children as our Charitable Donation recipient and for our support of the Oregon Food Share effort! I will always treasure the moment, when I handed our charitable donation to the head of the Liberty House at the conclusion of our Car Show, last June!

And we can also be very proud that our treasury is currently sitting at its highest level ever, with a balance of all accounts at over \$16,000!!! During our last meeting I was asked how our balances got so high? To be honest, the most significant reason for this is that our chief SPONSOR, Capitol Auto Group donated \$5000 to us two years in a row, for a total amazing sponsorship of \$10,000 so far. Add to this, were several additional other thousands of dollars in donations from other sponsors! On paper, it looks like we made over \$5000 net profit at our last car show; but without Capitol Auto Group's very generous sponsorship, we would have made around \$324 profit. And without the other sponsorships that we received; we would probably not have broken even!

With our current, very healthy bank balances, it is very tempting for us to increase our spending on a number of different activities. And I am supportive of doing some of that, after all, what we have, is owned by all of us members. But as your Association President, I think that we also need to keep in mind that we don't know how much future Sponsorship dollars will be available for our next Car Show in 2021. And I can tell you that putting a very quality car show, like we did for the past two Summers, is an expensive undertaking. Car Shows can bankrupt a car club and this is something that we don't ever want to happen to us! So yes, let's spend some of our bounty on some selected and special activities, keeping in mind that we also have an approved budget for 2020 and future anticipated, as well as unanticipated expenses ahead of us!

As we close out another year, I would like to formally thank and salute our outgoing Board of Directors members! Individually and collectively you have been a real pleasure to work with and all of you have my utmost respect and appreciation! All of the Board brought to the table their unique skills and abilities and were always there when I needed their help!

I can't say enough about Kent and his successes, as the Chairman of the Car Show Committee and in drumming up donations and sponsorships! Thomas deserves our lasting gratitude as being a member of the Board of Directors for 8 years in a row! To this end, he has served this Association well, in a number of capacities and has contributed greatly to the success of the WVCA! Sandra, has done a great job of keeping our budget on track with the paying of our numerous bills on time and in her handling of the numerous receipts from the car show and membership dues! This is a tremendously demanding role and she handled it pretty much single handedly! Thanks also to Lucky, for his work in handling all that is involved in managing the 50-50 raffle and the registration of new members! Lucky is also a founding member of the WVCA, whose experiences with the Association, over the past 51 years, make him a very valuable resource! Finally, my thanks to Ken Arck for managing our website and for the improvements that he had implemented with it during the past year!

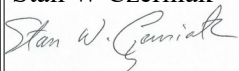
I also have to give special recognition to our UNOFFICIAL Board member, Buzz Blogg, who without any doubt is one of the "PILLARS" of our Association and has performed so many functions beyond the monthly newsletter (The Glass Sass) and the Member's Roster! Honestly, I am not sure what we would do without Buzz!!!

In addition, I would like to welcome our incoming Board of Directors and look forward to working with you on new and exciting initiatives! With your help, I think that the future of the Willamette Valley Corvette Association looks bright ahead and that we are in store for some really fun CORVETTE related times this coming year!!!

Finally, I want to thank each and every member for all of your support, efforts and contributions to the WVCA! I sincerely believe that we are the best Corvette Club in Oregon and that can only be the result of your participation and involvement! For it is all of us, working together, that has made US a successful Car Association! And it is my goal, that in the coming year, working with all of our members, we can have more fun making the WVCA an even better Association!!!

HAPPY HOLIDAYS and best regards!!!

Stan W Czerniak



Your Association President



Mid Engine Monthly Update

(By John Elegant)

Major mid engine C8 news this past month included the reveal, finally, of the Accelerate Yellow Metallic color: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/89871-accelerate-yellow-c8-surfaces-for-real>



The 2020 Corvette is a Motor Trend Car of the Year! There is some very good analysis, GM's official press release, and info/analysis at the link. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/90720-2020-c8-is-motortrend%E2%80%99s-car-of-the-year>

2020 Corvette coupe allocations re-starting in December: Chevrolet canceled ordering for November but will now offer two ordering consensus' in December. We expect the first hard top convertibles (HTC's) to be able to be ordered sometime in January: <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/88675-tempering-december-ordering-expectations>

Chevrolet brought out the 2020 Corvette Stingrays and the C8.R race car to Las Vegas for the annual SEMA trade show. Here's a video of HTC top opening/closing also at SEMA. BTW there is both a C8 coupe and a HTC at the LA Auto Show. Thanks "docprego" for this video: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/88320-walk-around-of-a-rapid-blue-2020-corvette-stingray-c8-convertible-at-sema-2019>



Fantastic pictures and video of Zeus Bronze: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/90034-excellent-zeus-bronze-video>

Chevy released the long-awaited performance figures for the 2020 Corvette Stingray. Specifically, the 2020 Z51 Stingray with the Z51 package will hit 60 mph in 2.9 seconds and run the quarter-mile in 11.2 seconds at 121 mph. C8's powertrain info straight from Chevrolet. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/88232-chevy-releases-official-performance-stats-and-much-more>

The C8's High Wing spoiler kit option can now be included on your R8C Museum Delivery optioned Corvette. In addition to the popular high wing, the Museum can now also install the ground effects and rocker panel extension options as well. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/88671-museum-delivery-is-now-avail-with-high-wing-ground-effects-kit-or-rocker-panel-ext>

TPW's or "tentative production weeks" suffered significant delays due to the eight week strike. So what is happening now? C7 production ended on November 14th. Starting the 18th, BGA has been going through a three week plant conversion and upgrade to 100% C8 production. During this time, all BGA employees are receiving additional C8 production training — culminating in every assembly employee being tested and needed to demonstrate "level four skill mastery" for their job. Consequently on Monday, December 6th, BGA will start assembly 350+ CTF's ("captured test fleet"). As shown in much more detail thanks to Jeremy Welborn, here is what has been and will be happening between now and February 3, 2020 — the start of customer C8 production. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/87475-2020-c8-corvette-production-process-explained-making-sense-of-ex-mvb-ctf-sorp>

Projecting ahead with an earlier rumored Feb. 10th HTC start of production before the strike, does that mean that HTC customer cars would now start down the production line early April??? Thanks for reading. If I ever can be of further C8 info assistance, please contact me at MECF, posting under "John." Happy Corvette Miles of Smiles to you! John



A STORY ABOUT A WVCA CHRISTMAS ACTIVITY FROM THE PAST

BY: PAUL ENNOR

Where did this year go? It seems like just last week we were planning our big Corvette show, and all those other fun activities our leaders put together for us this year. As I write this it's not quite Thanksgiving but by the time you read it Christmas will be just a few short days away. Our Club sure had a fun successful year but it's not done yet. There's still the Christmas party, which as I write, still has not been announced, but I'm sure it will be as terrific as the rest of the 2019 Corvette year has been. So, as we look forward to the new year, I thought I'd reminisce and look way back at what WVCA was doing this time of year many decades ago. After all that's why I write this monthly column, to entertain my few loyal readers with my old memories. I wish you all "Happy Holidays" or "Merry Christmas" or whatever other politically correct seasonal greeting is currently acceptable.

Way back in the late 1970's and early 80's WVCA was a much smaller club, just a couple of dozen members. As soon as the rains began in those days most members took the insurance off their Corvettes. Why, you ask? Well it was to save money since most smart Corvetters parked their Corvettes all winter and didn't plan to take them out of the garage until the following May. You notice I said, "smart Corvetters". I wasn't too smart I guess because I kept my Vette insured all winter and even drove it quite a bit in the winter too. C2 and C3 Corvettes with proper tires were even usable and enjoyable in the snow. I have a couple of stories about that but not this time. I want to tell you about something else this month.

As December came around and the snow fell in the mountains, Club members who owned 4X4 pickups, Jeeps, VW's or other tin cars suitable for mountain driving inevitably voted to go Christmas tree hunting as a sanctioned club event. Nobody was ever expected to drive a Vette, it was a club event in name only using whatever other back-woods vehicles were available. The tour always headed East on Hwy 22 with a stop at the Detroit Ranger station where everyone bought a \$5 USFS tag which entitled the holder to one free wild Christmas tree of their choice. It's common knowledge that the most desirable noble fir trees grow at higher elevations where the snow is the deepest.

So, with pickups, Jeeps, vans and other assorted odd vehicles loaded with chain saws, bow saws, tow cables, shovels, ropes and other logging implements our rag-tag bunch would continue east to one or more of the side roads heading UP in the mountains where the good trees were sure to be found. We always passed by hundreds of perfectly nice candidate trees but the CB chatter always took us higher and higher because everyone on the radio was sure that the best tree was just around the next bend in the logging road. Once our courageous band of explorers reached a point where the snow was so deep that most of them would not chance pushing on further most of the group usually stopped and headed into the woods on foot, saws in hand to bag their elusive perfect Christmas Tree.

If you've ever tried this yourself you know it's a lot like trying to pick just the right gift item from Amazon. There's just too much to choose from and of course because it's a group of people, there are plenty of differing opinions about each candidate tree. It's sort of like modern Amazon reviews. Too much information leads to analysis paralysis but eventually most everyone would find a tree that they thought would suit their own desires. Wild trees being what they are, the best

ones in the woods always look fuller and shorter in the wild than they do once you get them home where you find that they are really quite bare and about three feet taller than the ceiling of the room it's supposed to sit in. But, that's only a side-story, so let me continue.



On one of those trips, there was a little more back woods adventure than usual. Two 4X4 trucks (one was me by of course or this wouldn't be much of a story would it) decided to push on up mountain just a little further. We told the others we'd be back down shortly after we got our perfect noble fir which we were sure would be found just a little further up hill. So, up that next hill we went. Pat and I in my old '61 GMC 4X4 pickup and the other guy in his brand-new Chevy 4X4 Pickup.

We made it maybe half a mile before the new pickup hit snow so deep that he couldn't plow forward any further and he got it stuck. My old GMC sat higher and I was still moving up hill so I pulled around the stuck Chevy and moved about two more car lengths

where I too got stuck in thigh-deep snow. The Chevy driver was a real type-A hot rodder. You know the type. Like the red-neck who says, "Here hold my beer and watch this". This member said to me, "Here, I'll hook up a tow chain and pull you back out". He hooked up to me slammed his rig in gear and gunned it. Dumb move! My much heavier old boat anchor didn't even budge an inch while all four wheels on his lighter Chevy's spun wildly and lost traction where upon his truck immediately slid off the road side ways into the ditch on the uphill side of the road.

We disconnected the tow chain and I tried to gently back my truck down my original tire tracks without crashing into the Chevy or the ditch. I thought it might work, but it didn't. I was high centered on some well packed snow. My truck just slid little-by-little sideways to the right where there was no ditch but rather a hundred-foot cliff drop-off down-hill into some trees. It was obviously time for Plan-B. I got out my shovel and began to dig the packed snow from under the axels and dig tracks to guide my tires back down in the direction the truck needed to go. Again, the Chevy driver offered to pull me out. I said, "just sit tight and wait dummy, you're in a ditch!" This should work. My rig has compound low and if I'm careful and use very little gas and don't spin the tires it'll follow those tracks I just dug and we'll be out of here after we get yours pulled out of the ditch.

Oh, I forgot to mention that Pat was freaking out through all of this because she was in the passenger seat looking straight down a cliff into the forest. I had my camera and never took a single picture. I was just too busy, I guess. I handed Pat the camera as we both slid out the driver side door. I said to her, "take a picture if it goes over". She said, "WHAT ABOUT YOU!". I said, "if it starts to go over, I'll jump out. Just get a picture"! She wasn't convinced but I think she was too scared to argue.

Well, my plan worked. My old truck chugged back away from the cliff in the tracks I'd dug. That old GMC V6 would torque out of stuff like that at an idle just like an old John Deere tractor. I proceeded to pulled the Chevy out of the ditch and we headed back down hill to our waiting group where we finally found an "OK tree" we could have cut an hour or more before.

Then our group of cold wet, muddy tree explorers drove back to Detroit where we had a very late lunch at the Cedars while we told tall tales about our adventures, after which we all proceeded back to Salem with our "free Christmas trees". They only cost us a \$5 permit, 20 gallons of gas and another \$35 for lunch at the Cedars. We were all cold and wet some verging on frost bite but Oh, The Stories! How do you put a price on a good time?

2019 Standing Committees

Carousel III Glass on the Grass Car Show June 22nd 2021

Kent Muhle (Chair) Dan and Jennifer Anderson Lucky King
Bob and Annie Koenig Ken and Vikki Arck Stan Czerniak Julie Hughes
Sandra Kafka Shelly Paddock Wayne and Janet Kreger Sandra Stark
Robert and Kathleen Ridge Roger and Maryann Burgess Steve Halverson

Budget

Julie Hughes Jim Tiano Jennifer Anderson John Elegant

Activities

Kent Muhle (chair) Stan Czerniak Shelly Paddock Ken and Vikki Arck
Andrea and Shane Massey Roger and Maryann Burgess

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Place
Stamp
Here

