

WILLAMETTE VALLEY



**CORVETTES**  
*Salem, Oregon*

Happy  
Groundhog Day!  
CORVETTE ASSOCIATION



**GLASS SASS**



INSIDE THIS ISSUE:

VOLUME 37, ISSUE 2      FEBRUARY 2016

<b>PRES/VICE PRES MSG</b>	1
<b>MINUTES</b>	2-3
<b>KENT MUHLE ARTICLE</b>	4
<b>TIPS/TRICKS/TRIVIA</b>	5-7
<b>BOMBER ARTICLE</b>	8
<b>CORVETTE ARTICLES/ JOHN WINS TROPHY</b>	9-12
<b>AL MANRUBIA ARTICLE</b>	13



This month's President's Corner will be a little more to the point than some of my past articles.

Thank you to all the members who participated in the last couple of membership meetings regarding the budget and several changes to the WVCA Bylaws. Now that the business part of everything is taken care of, it is time to start enjoying the benefits of low gas prices and get out and drive our cars. The weather forecast for the summer looks like it will be lots of cruising with the top down. I can't think of a better way to spend some time than enjoying the wonder of nature before taking another shot at some of the twisty local roads.

The activities committee will be putting together the list of sanctioned events and runs for the year. All members are encouraged to participate in the both planning of annual events as well as coming up with runs and destinations to share with WVCA members.

At the February meeting Roger Burgess handed out the events calendar for the year. This calendar is updated before every meeting so members can plan to attend events that they want to attend.

It is time to put the fun back into the WVCA, and get back to what we enjoy the most, sharing each other's company and driving our cars. If you want to make a difference there is no better way than participating in the process.

Our club is healthy and growing, be a part of the success!



Hello Corvette Enthusiasts: As we experience record rain fall in January it reminds me of an old similar rhyme that I changed. Rain, Rain Go Away, so we all can drive our Corvettes someday. Last week while working in our home, the contractor asked if he could cut material using our garage. Parked the Deer Slayer C7 on my neighbor's driveway in the rain and it didn't melt or rust. Cleaned up real well with waterless wash and a leaf blower.

Feb. big event will be the Valentine Brunch, 2/14 at Eola Hills Winery sponsored by the Edwards. Meet at Walery's at 9:30, leaving for Rickreall, OR. The address for those meeting at the Winery is 501 S. Pacific Hwy W., Rickreall, OR. If not able to be at the Feb. 7<sup>th</sup> General Meeting contact Della Edwards, 503-884-6256, to make your reservation. Upcoming Car Shows: Feb. 6<sup>th</sup>,

Sha'bang, Custom Car, Truck and Motorcycle Show. Oregon State Fairgrounds, Columbia Hall, 2330 17<sup>th</sup> St. N.E. , Salem, OR. Same night 6:30 – 10 pm, "A Night of Rock-N-Roll" Sock Hop. Grab your sweetie and rock the night away listening to local bands play 50's, 60's and early 70's music. \$10.00 per person. Feb. 20-21, Salem Roadster Show, State Fairgrounds, Salem, OR. Mar. 18-20, Portland Roadster Show, Portland Expo Center. (Additional information can be found on the show websites.) Thank you Stan Czerniak for the car show information. At the January meeting the controversial item, D & O Insurance was discussed and tabled to be voted on at the Feb. meeting. " Think seriously about this and ask yourself, "If I was a board member how would I vote?" Thank you to all who supported the board at the last meeting. **Roger**

**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

### President: Tom Paddock

503-409-6115

[president@willamettevalleycorvettes.com](mailto:president@willamettevalleycorvettes.com)

### Vice President: Roger Burgess

503-390-1497

[vp@willamettevalleycorvettes.com](mailto:vp@willamettevalleycorvettes.com)

### Secretary: Shelly Paddock

503-871-4466

[secretary@willamettevalleycorvettes.com](mailto:secretary@willamettevalleycorvettes.com)

### Treasurer: Barbara Fuller

503-589-1077

[treasurer@willamettevalleycorvettes.com](mailto:treasurer@willamettevalleycorvettes.com)

### Webmaster: Ken Arck

503-678-6182

[webmaster@willamettevalleycorvettes.com](mailto:webmaster@willamettevalleycorvettes.com)

### Member-at-Large: Steve Tuttle

503-371-0780

[memalarge@willamettevalleycorvettes.com](mailto:memalarge@willamettevalleycorvettes.com)



# Willamette Valley CORVETTE Association

## Thursday February 4<sup>th</sup>, 2016

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

**Number of members present: 41**

**Number of guests present: 2**

**Guests: Shawn Hussey** – 1980 White C3 with Oyster Interior  
**David Dunn** – 2012 Red Roadster

**February Birthdays: Tammy Blaylock 9<sup>th</sup>, Roman Baszniak 15<sup>th</sup>**

**Treasurer's Report:** January Checking Balance beginning \$5,486.69 and end \$5,02.90. January Money Market Balance beginning \$3,208.29 and end \$3,208.31.

**Motion** to accept the January Treasurer's Report was put forth by **John Edwards**, seconded by **John Elegant** and passed without opposition.

**Motion** to accept the January minutes was put forth by **Pat Manrubia**, seconded by **Buzz Blogg** and passed without opposition.

### Past Events:

January Jacket Night was held at Rock 'n Rogers at the Eola Inn, it was well attended and everyone had a great time.

### Current Events:

**Valentine's Day Brunch** at Eola Winery on 2/14/16, meet at Walery's Pizza at 9:30am, this is a joint event with Mt. Hood Corvettes and always well attended with great food.

**February Jacket Night** on 2/17/16 hosted by the **Kregers** will be at Novak's Hungarian Restaurant in Albany. They have moved to a new location in a historic building in downtown Albany. Meet at South Salem Safeway to leave at 5:40pm.

**March Jacket night** on 3/16/16 hosted by the **Ennors** will be at Gilgmesh Brewing on McGilchrist. We will meet there at 6:30, they have a small kitchen and asked that we pre-order. The Ennors will have menus at the March meeting so we can pick our meals.

**Easter Brunch** on 3/27 hosted by **Buzz Blogg** and **Barbara Fuller**. This is at Silver Falls Conference Center, they will have more information at the March meeting after verifying there was enough interest to set this up.

**Roger Burgess** encouraged anyone who wants to set up a drive and/or activity to email him, his email address is [irbpainting49@gmail.com](mailto:irbpainting49@gmail.com). He also mentioned the High Desert Corvette Show in July ([highdesertcorvettes.org](http://highdesertcorvettes.org)) and the Historic Prescott Car Show in Arizona on 9/24/16.

**Donations:** Marion Polk Food Share sent a nice thank you letter for our \$100 donation. Lucky King delivered our stuffed animals that were donated at the Christmas party, he took ½ to the Salem Police Department and ½ to the Marion County Sheriff. The Sheriff's office deputy was very thankful and Lucky told him if they needed more we could put together another donation.

**Old Business:**

**Budget:** The 2015-2016 Budget was discussed, there was lively discussion about the DNO insurance by **Margie Castro, John Elegant and Wayne Kreger**, along with others. It was mentioned again that there might be a better price out there for our insurance.

**Motion: John Elegant** raised a motion and later withdrew it. He moved that the DNO insurance line item on the budget be approved and insurance purchased immediately. Lucky King seconded. After some discussion, **Wayne Kreger** proposed to amend the motion to take out the part about immediate purchase. **Lucky King** called for the question but the original motion was withdrawn by **John Elegant** at that time.

**Motion: John Elegant** moved that we purchase DNO insurance after researching for the best price, we would not spend over the \$750 NWAC quote that is our budget line item. Lucky King seconded and called for the question. The final vote was 36 Yes and 5 Nay, the motion passed.

**Motion: Lee Hart** moved that we approve the 2015-2016 budget as written, **Al Manrubia** seconded and it passed without opposition.

**By-Laws:** There were 3 by-law changes proposed at our last meeting, there was information included in our January issue of Glass Sass the explained the changes in detail. Changes to the points system, President's Recognition and Secretary's Duties were proposed.

**Motion: Lee Hart** moved that we approve the changes to the by-laws as proposed, **Wayne Kreger** seconded. The final vote was 23 Yes, 17 Nay and 1 Abstain. The motion passed.

**Points System: Buzz Blogg** proposed dropping the points system. The money used for trophies and awards banquet could be used for other incentives. There would be 1 Winter Party instead of the Awards Banquet and the Christmas Party. A member list would be distributed at a meeting before this party giving everyone a chance to vote for the Member of the Year and top members for recognition.

**Room Setup: John Elegant** mentioned that he preferred the old meeting setup with everyone around long tables rather than seated in rows.

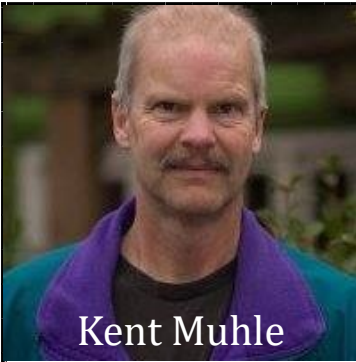
**Trivia:** What was the first year that shoulder harnesses and headrests were offered in Corvettes, it is also the last year that knock off wheel were available?

Answer: 1966, no one answered correctly.

**Drawing:** \$110 was earned. \$56 to the club, **Shawn Hussey** drew Joe Castro for \$27 and **David Dunn** drew **Sandy Stark** for \$27.

Adjourn at 7:30pm

Respectfully submitted by **Shelly Paddock - 2/4/2016**



Kent Muhle

## Why Choose A Corvette?

There are many automotive options out there just waiting to grab you by the wallet and hang on. If you're a real car guy (or gal) it goes way beyond your wallet. If you have the sickness. I mean REALLY have the sickness you find yourself making sacrifices for your car. You do things that normal (?) people just don't do. You detail your car instead of mowing your lawn. You check the weather forecast before taking a drive. You park miles away from your destination to avoid door dings. You even find yourself swerving in and out of your lane to avoid those lingering wet spots. You get the idea. If not, you don't have the sickness, and have never lost a relationship because your significant other sat on your hood. (Flagrant foul, 15 yard penalty, automatic first down, possible ejection)

So which comes first? The sickness or the car? I've had it ever since I can remember. I must have been 4 or 5 years old and my grandpa had a supercharged Studebaker Hawk. That car was more than a car. It was important somehow. My grandma hated it, and I remember my mom and dad having arguments about it. I don't remember what all the fuss was about, but I do remember my grandma saying "Elmo, you love that damn car more than you love me". As I recall, he did not argue the point.

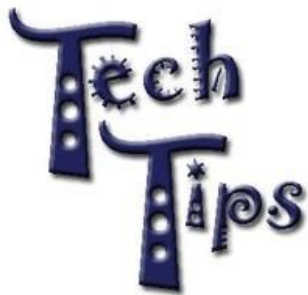
A couple of times a month grandpa would pick me up in the Golden Hawk and we would join grandma who was already at the beach for the weekend. I couldn't see over the dash, but I could feel the power produced by his right foot as he would bury it frequently while I urged him on and promised not to tell grandma. The rush of power coupled with the weird whine coming from the engine bay not to mention the roar of the exhaust left me in love with that car and made grandpa Elmo my hero. I was hooked! My dad was NOT a car guy, and as I spent my allowance on car magazines and models, he made fun of my passion and insisted I would grow out of it. I could not wait to get my license and tear up the road!

My first car was a 1967 Chrysler Newport (Grandpa Elmo's last car), with a 383 and open diff that could do a one legged burnout for miles! I traded it for a 1970 plum crazy Road Runner that could do a REAL burnout! Then I took a weird turn (literally) and traded it for a 1967 Mini-Cooper S that could only do a burnout if there was snow on the road but holy crap, could that car take a corner! From there I ordered a new 1974 MGB roadster and learned how to road race. Cornering was WAY fun, but I missed the power of a good old American V-8. Enter the 4-4-2 years. Years of trial and error and I ended up with a true Pro-Touring car before Pro-Touring was invented. 565 HP at 6500 RPM and a very scienced out suspension. At 3800 lbs my 70 4-4-2 wasn't an autocross terror, but around the full course at PIR it embarrassed a lot of very capable sports cars. The last car I built was a pro-touring 1982 Malibu wagon, dropped, shaved, 383, 700R4, the works. Not sure why I did it but it's a sickness, and it seemed right at the time.

And then I drove a C-5. It had it all. Looks, power, handling, brakes, comfort, decent fuel economy, reliability, it had all I had ever wanted and bonuses I didn't expect. And I had to have one. And I wasn't going to rest until I had one. And I didn't care what it took. It was over. The sickness is terminal, but I have come up with a treatment plan.

Why Corvette instead of a BMW, or Miata or something else? Because for me no other car has the exact combination of power, handling, braking, economy and reliability of a Corvette. No other car puts such a silly smile on my face when I'm driving it. I no longer envy any other car. It's GREAT fun dusting off cars that cost 10 times or more than mine. And in the end, it's just flat loud, it demands attention, it's fairly simple, it's honest and it's a hard working American. And that's just how grandpa Elmo would have wanted it.





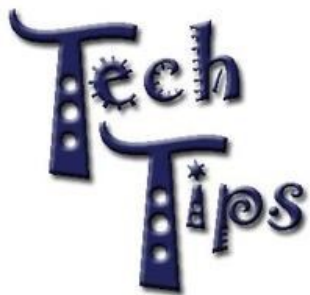
## ***C6 Corvette Tips and SECRETS:***

These were found on the web and I do not take any credit for them just thought I would past them on to anyone that may

have not seen it.

- 1) There's a button on the rear fascia to open the rear hatch.
- 2) There are 2 gas tanks.
- 3) You can only recall the max. G force on the HUD during the current engine on cycle. Once you shut the engine off, it's gone.
- 4) The car will remind you to shut off your turn signal if left on for more than 3/4 mi.
- 5) Headlamps automatically turn on if using wipers.
- 6) You can just bump the turn signal (up or down) for it to signal for 3 ticks.
- 7) There's also a keyhole above the rear license plate to put a key to open the hatch if you don't have your fob nearby.
- 8) The DIC chime loudness can be turned down significantly by turning the audio "Auto Volume" to "OFF".
- 9) Better hook-up a battery tender if the car is going to sit for longer than 3 weeks.
- 10) Most light switches that you push to turn a light ON/OFF are ON when the buttons held into the depressed position, and OFF when the button is pushed again and released to the "out" position. But the reading lights on the rearview mirror that are controlled by the buttons on either side of the rearview mirror in the C6 are OFF when they are in the "in" position, and ON when the button is pushed to the "out" position.
- 11) There's an orange light that shines down from the on the passenger visor clip that is just simply an area light to give a little low-level light ambiance to your driving experience at night. It was dropped in the 2008 model year in about February as a running change.
- 12) If you hold the ignition rocker switch in the on (down) position for about 20 sec. the car goes into full on mode (same as "ign" with a key car) without the engine starting. This allows you to program the DIC and run all accessories etc. without starting the engine.
- 13) The handle to pull the hatch down was on the C6 through the middle of the 2007 model year.
- 14) The button on the panel to the left of the steering wheel/column controls the level of the instrument lighting, but also turns the interior lights ON/OFF. If you inadvertently hit the button, it can turn on the interior lights. There's no in/out to the switch, so you just have to look to see if the lights are on or off, and push the button to get them in the mode you want.
- 15) The A6 will not up shift when either TC or AHS are active. You can't force it to up shift using the paddles either (TC or AHS active). Using Comp Mode can remedy this... to a point.
- 16) There is a feature on wiper intermittent delay fastest speed: When one goes over 50mph in this setting, the wiper automatically switches to constant on (normal speed). C6 has speed sensitive intermittent delay, but no rain sensor.
- 17) Pressing and holding the Fan Speed button, the Windshield Defrost button, and the Rear Window Defogger button at the same time resets the outside temperature display.
- 18) Mirror dimming is turned off when you are in reverse.
- 19) If you reset the timer you have to wait 10 seconds before you move the display to another resettable value, otherwise that one will reset too.
- 20) The trick of hitting the recirc button twice to reduce the warm air in the foot wells. I love it when I have the top down...much less extra heat down there.
- 21) If you touch the time of day in the top right corner of the navigation screen, the day of the week and date will be displayed.
- 22) If you press down on the wiper stalk it will operate the wiper for one pass.
- 23) The compass can be calibrated and proper zone selected by pressing either the far left button on the on-star panel or by pressing the left map button until the option for either calibration or zone appear.
- 24) If both FOBs are in the car at the same time, FOB 1 rules.

- 25) Get Ice warnings on DIC.
- 26) Manual shift C6s have a steering wheel lock and automatics don't. - Only the manual 2005, and foreign spec cars, have the column lock - 2006 on do not.
- 27) If you will be driving your Vette at speeds of 175 MPH or greater you should set the cold tire inflation to the maximum shown on the tire sidewall of 38 PSI.
- 28) The window switches are not connected to the window motor. They send a request to the computer and the computer lowers the windows.
- 29) Manual door release on the floor by door sills.
- 30) Hook built into gas door lid for hanging the gas cap via the retaining cord.
- 31) When backing up in reverse, both the speed-o and the HUD will show your speed.
- 32) If you want to splash or lube engine after oil change press gas pedal to floor which shuts down injectors and hit start button engine will crank but not start.
- 33) If you want to check the mileage, with the car off reach in the window and turn the head lights on the mileage will show.
- 34) The under hood lamp and locking center console were dropped for '07.
- 35) The floor pans are made of balsa wood. The difference is that Z06 and ZR1's have c/f covering the balsa, where it is fiberglass cover for Coupe's and Convertibles.
- 36) The '09 Z51 doesn't have front grease fittings as per the manual.
- 3) You can temporary disable passive locking by holding the interior switch for 4 sec (3 chimes)
- 4) The car will remind you to shut off your turn signal if left on for more than 3/4 mi.
- 5) Headlamps automatically turn on if using wipers.
- 6) You can just bump the turn signal (up or down) for it to signal for 3 ticks.
- 7) There's also a keyhole above the rear license plate to put a key to open the hatch if you don't have your fob nearby.
- 8) Remote start only lasts 10 min but if you repeat the process during the first 10min, you can extend the time to 20 min.
- 9) If unlock is pressed on the transmitter and the horn chirps 3 times, a previous alarm occurred.
- 10) Memory package has a reverse tilt mirror.
- 11) The window has an express up and down feature.
- 12) The auto fan max speed is adjustable.
- 13) Remote Start can turn on heated or ventilated seats.
- 14) The illumination control can turn on the interior lights with a full clockwise turn.
- 15) The rear window defogger turns off after 10 min. If turned on again, it turns off after 5 mins.
- 16) The Eco Index and Instantaneous Fuel Economy also displays the number of cylinders the vehicle is running on.
- 17) The C7 uses a capless refueling system.
- 18) The battery is in the rear of the car, passenger side.
- 19) There is a storage area behind the NAV screen.
- 20) The chime volume is adjustable.
- 21) The radio max volume at startup is adjustable.
- 22) Storage container in rear driver's side
- 23) When in reverse and the backup camera activates, cannot control the radio (on, off, change channels, volume up or down)
- 24) Takes an effort to close the rear hatch without cracking a door a little open
- 25) Infotainment icons can be rearranged. (Press & hold)
- 26) Media supports two connected devices with 100,000 songs.
- 27) The cup holder divider is removable by a pinch and pull method.
- 28) Tire temperatures can be displayed.
- 29) You can make changes to the Navi while moving only if you have a passenger.
- 30) Using paddle shifters in an automatic, negates cylinder de-activation.



### **C7 Corvette Tips and SECRETS:**

Things I didn't know about my C7

- 1) Press the remote horn to initiate vehicle locator. Press for 3 sec to sound the panic alarm.
- 2) Manual Paddle Shift System can be used in D (Drive). Press the "+" paddle shifter to return to D (Drive).

31) The radio can record 25 mins of live radio for playback. (Time shifting)

32) The sun visor can be extended along the rod.

33) Screen up/down button does not work when the shifter is in reverse.

34) When you back up, the speedometer tells you how fast you are going in reverse.

35) Hold the radio off/on button in for 2 seconds or more and an analog clock with date will appear on the nav screen.

36) The Corvette has a transport mode. To remove, turn ON the four way flasher and place the driver's foot on the brake AND on the clutch if it is a manual transmission. Press and hold the Start button for approximately 15 seconds. At this point the engine will START, but CONTINUE to hold the start button for approximately 15 seconds. Information will display on the center of the cluster that will indicate when transport mode has been turned OFF. Transport mode can be entered using the same procedure. Also reduces the load on the battery when not in use.

37) Instrument Cluster - DIC cluster application selection represented by a white marker to the left and right of the item displayed. As you scroll through the various application pages, you'll see the white markers move up and down, representing the app location within the list.

38) "Favorites" can be used to save more than radio presets. For example, you can save Nav Destinations (like Home), contacts, tone settings, artists, songs, etc.

39) Black 'dots' on rear window are actually C7 emblems.

40) The Emergency Parking Brake (EPB) will automatically release if the vehicle is running, placed into gear, and an attempt is made to drive away.

41) If the infotainment system has been turned on after the ignition is turned off, the system will turn off automatically after 10 minutes.

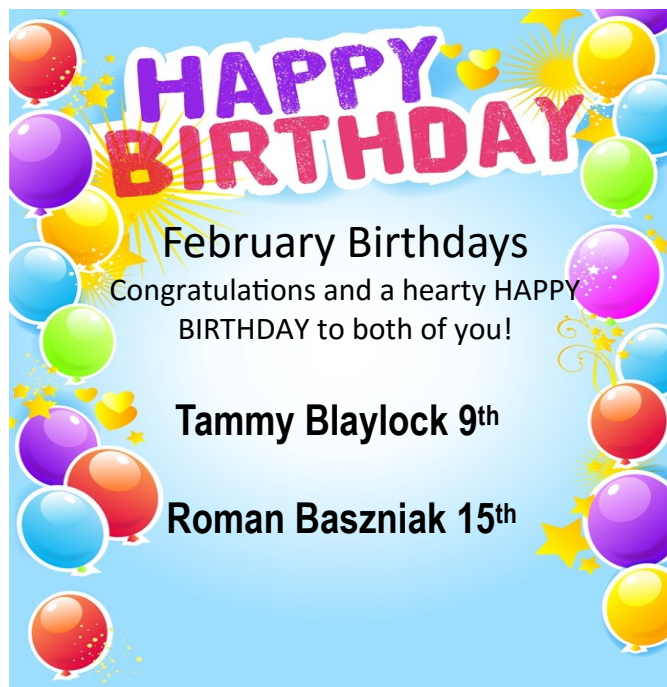
42) If the Auto Memory Recall is set to "At Ignition" and the Easy Exit Option is "On", when you start the engine and do NOT press the brake pedal, the seat, steering wheel and mirrors will adjust to setting 1 or 2 then you can press the brake pedal to start the engine. This is a great feature for shorter folks.

43) Pressing the Intrusion & Inclination Sensors Disable switch, to the right of the Hatch Release button, will allow a passenger left in the car to not set off the alarm and deal with locked doors. Same goes for a pet.

44) Pressing the Call Hang-up button on the steering wheel will mute/unmute the radio. 45) Press the "Power" + "Home" + "Menu" buttons (HMI) will display the software versions page.

...and that is it for this month's tip corner. Most of us have C-6's and C-7's so that is where we started. Next month we can hit the earlier models so that we can all be informed about what our

cars are capable of. As I was writing this I actually discovered a few things I did not know so if it helped me, my guess is that it will help you! *Buzz*



### Trivia Corner



***A compilation of seemingly trivial but actually useless facts with which you can use to amaze and astound your friends:*** In 1951 a group of Harley Earl's "Special Projects" crew began work on a GM sports car. Bob McLean designed a general layout for the car which was originally

code named, "Opel."

William Durant, the founder of GM, said a wallpaper pattern he saw in a Paris hotel in 1908 inspired the bow tie logo. Supposedly, he ripped off a small piece of it and brought it back to Detroit.

Myron Scott, at the time Chevrolet's Chief photographer, is credited with coming up with the Corvette name, drawing from the small, fast warships of the "Corvette" class.

The Jaguar XK120 is believed to have been the inspiration for the first Corvette.

The Corvette was the first and last car with a true "wrap-around" windshield.

Corvette was not the first to be made with a fiberglass body, but it was the first to be built by a company the size of Chevrolet.

Corvettes have been assembled in three different cities. Flint, Michigan, St. Louis, Missouri, and Bowling Green, Kentucky.



Who remembers this iconic piece of history? As we grow older most of us think more fondly of the days past when things were simpler, easier and for some, like me, a lot more fun! This article brings back a bit of the past Oregon History that has slowly but surely been disappearing for decades from its' former glory as a great Portland attraction, much like the Organ Grinder pizza that was on 82nd and had the live Organ Grinder Monkey on the premises.

## A Five Dollar Bet Results in a Flying Fortress Gasoline Station

At Art Lacy's birthday party in 1947, he bet a friend five dollars that he was going to put a B-17 Flying Fortress WWII surplus bomber on top of his gasoline station. In a larger-than-life move, Lacy, who had never flown a B-17 before bought one in Oklahoma for thirteen-thousand dollars, and crash landed as a result of a landing gear failure while learning to fly it alone with a manikin as his copilot. After buying a second one and with the help of friends and a case of whiskey for bribes he was finally able to fly it back home to Portland, Oregon.

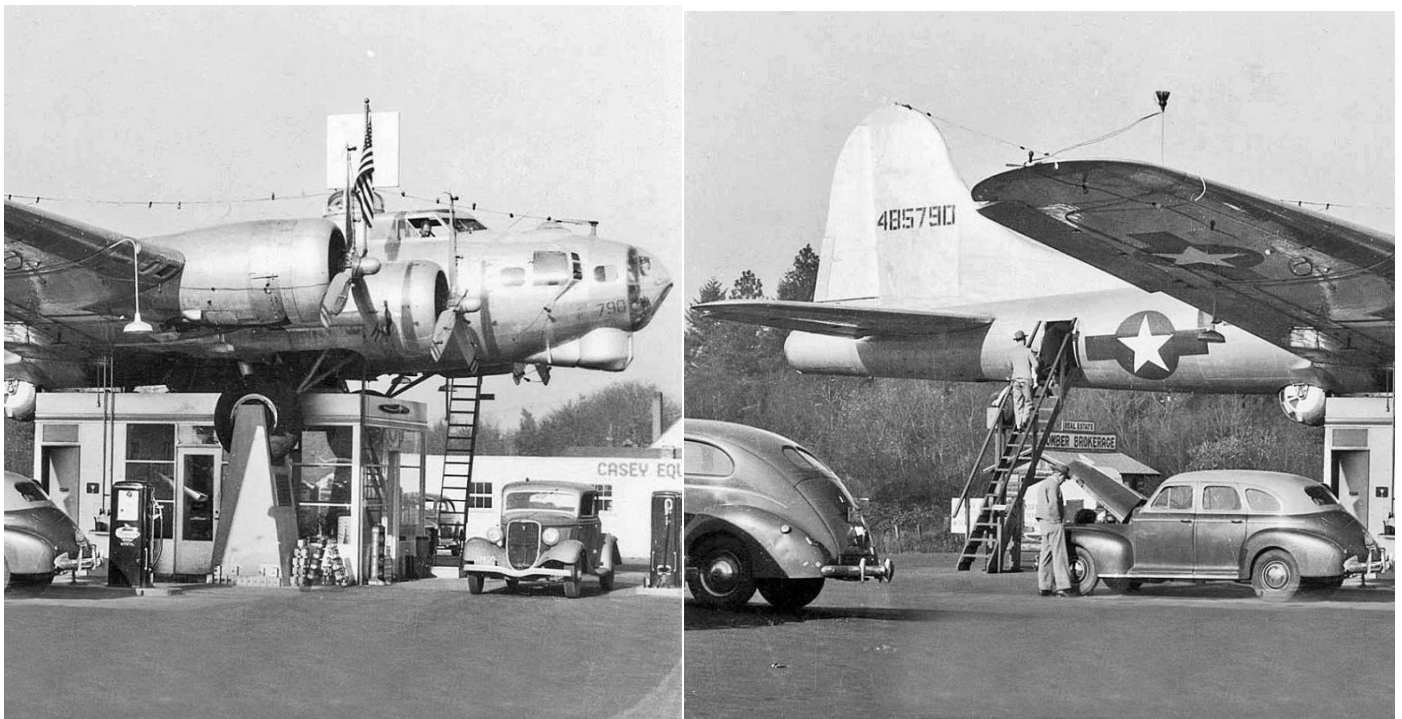
After cleverly overcoming further hurdles he was able to move the flying machine to his gas station, located south of the Portland in Milwaukie, Oregon. After mounting it above his filling station, it served as an attention-getter and tourist attraction for almost 64 -years. But there is much more to be learned about the colorful tale at The Art Lacy Story. There you can also take in more information about the airplane, and the B-17 Alliance Group's efforts to restore it.

The image is courtesy of the Michael J. Semas Collection.

This pair of enlargable images shows more detail of the construction of the station and the B-17. Steep wooden stairways were built to allow customers to tour the inside of the airplane.

This entry was posted in Auto photos 1921 - 1942, Auto photos 1946 - 1965, Gasoline stations, Out Of The Box and tagged B-17 Flying Fortress, Gasoline station, Milwaukie, Oregon.

The buzz at Salem Municipal Airport has nothing to do with commercial airline service and everything to do with a grand new tenant. Inside a 6,400-square-foot hangar on the west side of the airport near the restaurant is a dismantled B-17 Flying Fortress waiting to be restored to its original glory. "When you get a historical piece of equipment out here, whether it's flyable or not, it's very exciting," airport manager John Paskell said. This isn't just any B-17 bomber. It was a landmark for more than six decades perched above the pumps at a gas station on SE McLoughlin Boulevard in Milwaukie. The bomber, caked in layers of corrosion and bird droppings, arrived at its new home in early December of 2015. [The B-17 Alliance Group](#) will oversee the restoration project and plans to share it with the Salem-Keizer community and beyond. The nonprofit organization is scheduled to open its "museum" in April, 2015 and admission is \$4, with all proceeds supporting the restoration mission. Who knew that we had this piece of history right in our own back yard??







## First Drive: Superformance Corvette Grand Sport

The Corvette Grand Sports lives again!

Superformance makes them. Article thanks to AutowWeek!

**BETWEEN SUPERFORMANCE AND SHELBY AMERICAN THERE IS NO SHORTAGE OF GREAT GRAND SPORTS, GT40S, COBRAS, COBRA 289 FIA AND COBRA DAYTONA COUPES**

Even in the rarified, no-necked, hairy-backed world of ultimate muscle cars and the men who love them, the Corvette Grand Sport is exalted. Rumble and growl all you want about your Cobras, your GT40s and your whatever-the-hell-else you think is the ultimate road brute, but the Corvette Grand Sport just might crush them all.

We say this because we just drove one. No, sadly, not one of the original five Corvette Grand Sports made by the great Zora Arkus-Duntov. Those are all in private hands, lovingly cared for and even occasionally brought out to a track event here and there. The responsibility of driving one of those would be like having to juggle a handful of Faberge eggs, or reframe the Mona Lisa – you wouldn't want to make a mistake. No, we drove a remarkably close replica made by Superformance and provided to us by Superformance authorized dealer Hillbank Motor Corporation in Irvine, Calif.

You may have heard of the Grand Sport. Back in the early '60s it seemed America's sports car, the Corvette, was being beaten regularly by America's other sports car, the Shelby Cobra. GM, despite the official ban on motorsports, wanted to do something about it. So with a secret budget in a secret garage somewhere in a secret Warren, Michigan basement, Corvette chief engineer Zora Arkus-Duntov got to work.

First thing was to lighten it up. The new car was even called "The Lightweight." The stock Corvette weighed about a thousand pounds more than the Cobras that were beating it so weight was the first thing to go. Duntov replaced cast iron and steel components throughout the car with aluminum and magnesium parts wherever possible, and replaced the steel cage with an aluminum cage on which he hung thinner fiberglass body panels. Legend is you could see through them. The Lightweight then weighed about 1,300 pounds less than a stock 'Vette.

Then he added more power. The first Grand Sport of the five, #001, got a 360-hp fuel-injected 327 V8. Eventually Grand Sports ran 377 cubic-inch aluminum small blocks with four side draft Webers all good for 550 hp. Then they started beating the Cobras, and Corvette fans across the nation cheered.

The glory of the Grand Sport lasted only a couple years before rules, racing bans and progress ended their dominance. But to the Corvette Faithful, the cognoscenti, the potential future buyers Superformance hopes are out there? What years they were.

Since it's technically a kit, it's sold minus the engine and transmission for \$99,900. Owners can put in whatever powertrain they want. Ours had a mighty Katech LS3 making 550 hp mated to a five-speed manual trans. In the parking lot of Hillbank Motor Corporation in Irvine, Calif, 3,000 miles from Nassau, we clambered in.

The Grand Sport is crude, yes, and brutal, of course, yet powerfully glorious. Push the beefy, meaty clutch pedal down -- go on, push it you wimp! All the way! This ain't no Miata with "lightweight pedal action." There's no damned bud vase in here. Fire the big bore bruiser under the hood with a satisfying ker-whap! and listen to each explosion in each of the eight cylinders. Whapwhapwhap-wheeeeeee... Put it in gear, let out the clutch like it was some kind of weight machine at the gym where you've placed the pin way too low and whoosh, you're off. 1963 never felt so good.

The power comes on way down low on the tach. There's no waiting politely for turbos to spool up or VTEC to do some high-tech whatever. All the power you will ever get – all the power this nation will ever want – is right there on the right. Just step on it. All of a sudden it's 1963 and you're racing in Nassau Speed Week

Now you can relive the glory of that era. You can be Roger Penske winning at Nassau or Dr. Dick Thompson winning the SCCA Nationals at Watkins Glen. The Superformance Grand Sport - one of the best arguments for the new small-volume manufacturer law - is built around an "original-style" tube chassis with a lightweight fiberglass body all sliced up with vents and louvers to get all that air out and make it go faster. Of the five originals this replica looks most like #003, with side exhausts, wide fender flares to accommodate nine inch-wide tires and even the rear differential cooler mounted on the rear deck. The deep blue paint and white racing stripe finish it off.

The mighty Katech LS3

Braaaaaaahhhh! Shift. Braaaaaaahhhh! Shift. Braaaaaaahhhh!!!!  
(Hey, are there any law enforcement personnel around?)

It has power steering so you get a little help getting around corners. The rear transverse leaf spring suspension and front coilovers with Bilstein shocks keep the whole thing in line at speed and in curves. But it is a lot of work. You are fully involved in the process of driving. You have to be present and at work for this thing to go. There is no cruise control, no autonomous robotic behavior nanny, no OnStar. There is only you and 550 hp from 1963.

We rumble back into the Hillbank parking lot a new man, ready to hunt down and eat a live buffalo or at least operate a chainsaw. Instead, there are more cars.

Read more: <http://autoweek.com/article/drive-reviews/first-drive-superformance-corvette-grand-sport#ixzz3yIRRhI5>

## The Top 5 Technological Advancements In Corvette History

Corvette Online |

Nearly 130 years have passed since the first automobile was available. According to Wikipedia, "In 1886 the first petrol or gasoline powered auto-mobile the Benz Patent-Motorwagen was invented by Karl Benz. This is also considered to be the first 'production' vehicle as Benz made several identical copies."

You don't have to be a car fanatic to realize we have come great lengths from those original, relatively crude methods of transportation. That being said, we thought we should take a look at five different technologies we think have helped to propel America's sports car into what it is today.

### Independent Rear Suspension

The first Corvettes were built with roughly the same style of rear suspension as many muscle cars and trucks: a solid rear axle, also known as a live axle, supported by leaf springs. While this can make for a strong, reliable choice that can be built to handle extreme power and loads, it is not the first choice for a sports car.

Corvette engineers quickly became aware of its shortcomings and opted to begin producing their own version of what is commonly referred to as an IRS system, or Independent Rear Suspension. Released in 1963, IRS systems were first bolted under the gorgeous C2 split-window and would continue with the chassis for years to come.

The beauty of an IRS for sporting applications, amongst oth-

ers, is that it allows the rear wheels to move independently of one another, much like the independent A-arms found in many front suspensions. Not only does this increase handling and cornering ability, but it adds an immense amount of suspension tuning unavailable with the live axle.

Along with the independent rear axles came a new way to spring the rear section of the Corvette as well. Since the Hotchkiss style suspension (a traditional leaf spring setup in which the leaf springs acts as an arm or link to maintain the position of the live axle) had been removed, the engineers were looking for something a bit more cutting-edge. There are several other common methods for springing sports cars, and they generally all have their advantages and disadvantages.

That being said, the Corvette was designed with a suspension type known as a transverse leaf spring. You can effectively think of it as a single leaf spring, not unlike those discussed above, turned 90 degrees, and constructed in a manner stiff enough to support the car with one leaf. Since the car does not rely on this piece to act as an arm or link as well, it purely serves the purpose of a spring, much like a coil spring application.

The transverse leaf was constructed of an extremely strong recipe of fiberglass and other composites in order to achieve the correct combination of strength and flexibility. Some could argue that it was ahead of its time, and perhaps that was the case as this transverse leaf is still used in every Corvette made today, over 50 years later.

### Magnetic Ride Control

Some of you may be familiar with the Porsche 959 of the 1980s. Well, love them or hate them, and odds are it's the latter for diehard Corvette fans, it was equipped with a very special suspension technology which can also be found on the 1989 Corvette ZR-1.

Initially, Bilstein had designed an electronically adjustable suspension system for the Porsche. While the 959s were equipped with the technology, there was a limited market for Bilstein as there were very few 959s built for sale. Supposedly, it cost Bilstein about \$230,000, nearly a half million dollars in today's market.

Bilstein was already supplying standard gas shock absorbers to Chevrolet for all C4 applications, so in an effort to profit further on their technology, a deal was created for Chevy's high-performance project, the ZR-1.

Ultimately, the same technology used on the 959 was brought to the Corvette and recalibrated to work with the C4's specifications. The driver of every ZR-1 now had the ability to adjust the ride characteristics on the fly to match their desires. The

car could be set to ride more smoothly for casual driving, very stiff for racing applications, and somewhere in between for times of spirited driving.

While magnetic ride control has received some refinement over the years, the technology was revolutionary for its time and is still available on the C7 Z06 supercars of today.

## The Transaxle

At this point, the Corvette was riding on a pair of transverse mounted leaf springs with four-wheel independent suspension, and even had the ability to change ride quality and characteristics on the fly.

“So what’s next?” the engineers may have been pondering in front of the proverbial drawing board. Well, those of us more familiar with what makes great sports cars great, know that a proper weight distribution is rather crucial.

Thus, to better balance the new Corvette, the GM team decided to ditch the traditional transmission and replace it with a rear-mounted transaxle.

Simply put, a transaxle combines the components of a transmission—manual or automatic apply—the differential, and the remaining associated parts into one main assembly. Not only does this save space and weight overall, it moves some of that weight to the rear end of a car. Additionally, this provides space for the engine to be moved slightly rearward, again striving towards a 50/50 weight distribution.

Not only was the Vette beginning to balance itself out, but there was also more power to be had in store for America’s sports car, and it would continue to need consistent, reliable means of getting that power to the ground. The transaxle designs would continue to prove themselves worthy all the way through the thunderous power of the C7 Z06.

## Engine Platforms

The first engine that the Corvette received was the Blue Flame 150, which was a 235 cubic-inch, 3.9-liter, inline six-cylinder that produced about 155 hp. Everyone starts somewhere, and for America’s sports car, that was it. However, the desire for more horsepower had a 4.3-liter 265 cubic inch V8 in place of the Blue Flame rather quickly, which produced a much more impressive 195 hp for the remaining 1955 cars, followed by 210 hp and 240 hp for the 1956 and ’57 model years respectively.

While this was a noticeable step up in performance, it would still be underpowered when compared to the other top-tier sports cars that the world had to offer. Jerry Earl, the son of

Harvey Earl, was involved in road racing in the time of the first -gen Corvettes, hence the SR-2.

Even with a high-powered 283 cubic inch V8, one of the first critiques the Corvette team had was that they would need more power to really be competitive. Thanks in part to Smokey Yunick, the race cars soon sported the Rochester mechanical fuel injection and larger displacement engines.

While leaps and bounds were made during these years in engine performance, it wouldn’t be the last time the Corvette stood on the front lines for engine development.

## The LT5

In 1990, Chevrolet brought the Corvette ZR-1 to market. For the majority of its life, Corvettes had been synonymous with pushrod V8s. This time, Corvette went another route and decided to give the overhead cam trend a try. Acknowledging any shortcomings they may have had in the new field, GM enlisted the help of Lotus Engineering in the UK for the design. The production was carried out by Mercury Marine.

The new mill was an all-aluminum 5.7-liter small-block V8, with 32-valve DOHC (Dual Over Head Cam) heads. In the beginning, the motor produced about 375 hp but was eventually increased to 405 hp for the 1993-1995 cars. The increase in power was achieved by improvements to cam timing and engine porting. A four-bolt main was also in 1993 along with an EGR (Exhaust Gas Recirculation) system.

The 32-valve monster may have been relatively short-lived for Corvette, but for those of you who were fans of Cadillac’s aluminum DOHC V8—dubbed the V8 Northstar—in part, you can thank the LT5.

## The Birth Of The LS

The LT line of engines was certainly nothing to shake a stick at, but Corvette knew that the times were changing, and America’s sports car needed a new powerplant to stand on. While there would ultimately be more versions than you can count on one hand, the LS1 would make its shining debut in 1997 strapped inside of the first C5 Corvette.

The motor initially produced 345 hp and 350 lb-ft of torque, and this was only the beginning. There were many great changes and designs in the LS series, which would ultimately come to a close for Corvettes with the LS9 in the ZR1 C6. This motor was based off of the LS3 due to thicker sidewall construction when compared to the LS7, and produced a whopping 638 hp and 604 lb-ft of torque.

## ALT For A New Era

You may have noticed by this point that GM most commonly uses its flagship, the Corvette, to introduce the newest automotive technologies to the public. When the C7 Stingray was released it harbored an all-new engine family, with a designation from the past; the LT1.

While there is a list of technical data to be discussed about the new LT1, the huge "first" for GM is the use of direct injection. For those unfamiliar, direct injection takes highly pressurized gasoline and injects it directly into the combustion chamber, similar to the way a diesel engine operates. This is in contrast to conventional fuel injection in which the fuel is injected somewhere along the intake tract or intake port. There is certainly an increase in complexity here, but there is something to be said about 460 hp.

The C7 Z06 would receive a similar engine, named the LT4 which utilized forced induction thanks to a supercharger. While the designs are relatively similar, the LT4 is constructed with a serious dose of strong equipment as it produces a face-melting 650 hp and 650 lb-ft of torque. They are quite the ride!

## Frames Go Lighter and Stiffer

While the shape, weight, and construction methods of the Corvette frames would change drastically from the first generation on through the fifth generation, the overall concept remained relatively the same—a steel ladder-type frame.

There was certainly a leap in technology made when constructing the C5 frame, as a new construction process was utilized for the first time. In an effort to eliminate welding of the frame rails, sections of tubing were closed off at each end, filled with extremely high-pressure water and formed into the desired shape, the process would be known as hydroforming.

When the convertible was released the following year in 1998, the new frame was so rigid that the engineering team was able to forego the usual stiffening components generally associated with a convertible's design and increased weight when compared to a coupe.

This frame technology would last for years, but when the Corvette team began designing the C6 Z06, they knew it was time for something more. While the car's exterior would look fairly similar to the standard C6, it would be built on a platform more suited for Nurburgring.

The Z06 received a never-before-seen aluminum chassis which increased rigidity and decreased weight. This frame construction was only available for the Z06 and ZR1 platforms for the sixth-gen Corvettes. However, both the base model

Stingray and the Z06 were constructed with an aluminum chassis in the later C7 configurations.

When the all new 2014 C7 Stingray was first released, Chevrolet advertised that the aluminum chassis reduced weight by 99 pounds, and increased stiffness by 60-percent when compared to the C6 coupe.

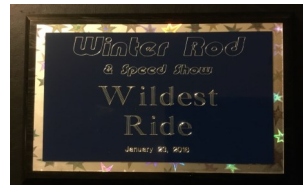
## A Leader In Innovation

Whether it be engines, frame and spring materials, or electronically controlled handling adjustments, the Corvette has been a tool of innovation, performance, and speed since its inception in 1953.

While we should never stop enjoying the vehicles of our past, you can't help but wonder and imagine what the next generation of Corvettes will introduce us to. Will there be an entirely new family of engines, or a composite frame free of all metals? Only time will tell, so in the mean time, keep on enjoying over 60 years of technology and innovation with America's sports car.

Copyright © 2016 Power Automedia. All rights reserved.

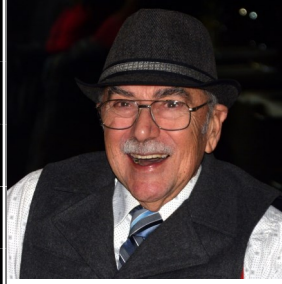
## A Nice Surprise!



I took WRP SPD to the Winter Rod and Speed Show. Just over 100 incredible cars. Many were truly terrific, and so many SO fast (1/4 mile in 6 seconds). And many others were totally "dolled up" with probably \$30,000+ worth of mods. So I was totally surprised when WRP SPD won one of the ten awards; I was pleased, but sure was not thinking that our car would be a winner!

The Show was lots of fun, both interacting with fellow car owners and with an enthusiast bunch of show visitors. Saw many friends, some of whom had not been seen in truly decades. *John Elegant*





## My Hi-Tech Moment

By AL MANRUBIA

No, I was not about to add a supercharger or convert the engine to a Callaway or Edelbrock or Henessey set-up. No, I was not going to add a roll bar or shoulder harness to the Vette for autocrossing. All I wanted to do was to add a splitter and some rocker panels, not so much for styling (how could you improve on an already stylish car that the Corvette is?), but more for protecting the bottom sides of the car from road debris.

After inquiring around the Club, I received some very good input from members who had already installed them such as Stan Czerniac, Brian Harper and Steve Tuttle. John Elegant had really good input about getting the Z07-inspired type since they curve inward at the rear of the front fenders so as to accommodate easy access in and out of the car; that made it a no-brainer as to what type to get.

Next: Ordering the parts. Then it came down to price and as always, anything connected to the Corvette name seems to cost a lot extra. After shopping around for price, I found a package deal that would work. But after talking to Steve Tuttle, he pointed me in another direction that would cost half as much. Alas, here late in January they arrived.

Next: get ready to install. You have to have these little hockey puck cookie things to put between the car and the jack (Jacking pucks). I forgot to order them, so after talking to Lee Hart and hearing how he made them, I tried to make a set out of hard rubber.

After trying out the little hockey pucks with my rolling car jack, I found out that it wouldn't all fit under that very low Corvette body.

Panic Time! What now?? But wait..here comes Steve Tuttle to the rescue. (From a jacket night conversation). He was willing to raise the car on his lift and get the parts installed. He is very experienced in this installation and even Tom Paddock volunteered to help out too, because he "just loves working on Corvettes". At Steve's work shop, even Cindy rolled up her sleeves and helped out.

Boy was I relieved to see the parts on the Vette! I don't know who is smiling more now: Me or the Corvette!

What started out as what I thought would be a relatively simple project turned out to be more of a WVCA project with Steve in the lead. It was a very shining Hi-Tech moment, thanks to some very special people!

### Jacket Night February 17th

Plan to meet at the S. Commercial Safeway for a 5:40 departure to Novaks Hungarian Restaurant in Albany. If you miss the departure time but are signed up, the address is at located at: 208 2nd Street Southwest, Albany, Oregon 97321 (next door to First Burger). Call 503-390-3883 if you would like to attend but missed the meeting signup. You can look up Novak's menu at [www.novakshungarian.com](http://www.novakshungarian.com). There is a buffet from 5-8 (closing time). **Parking** Curbside parking around the restaurant during business hours on 2nd and 3rd Street is metered until 5:00 pm. Business Hours Parking Options: There are free parking lots on 2nd & 3rd. See you there! **Wayne and Janet**

### Don't forget:

**Southern Oregon's largest indoor car show** at the Jackson County Expo, Feb 13&14, 2016!

**42nd Annual Corvette and high Performance meet** Washington State Fair Grounds Events Center Puyallup, Washington: Washington State Fair Grounds Events Center Puyallup, Washington: Friday Feb 5/2-8 Sat Feb 6/8-4

**FOR SALE  
BY OWNER**

**2009 Corvette Coupe**

2LT equipment group, low miles only 5,093, Engine LS3, 6.2 Liter 430 HP, Transmission, 6-spd paddle shift automatic, removable roof panel, chrome aluminum wheels, many extras, Black with Ebony interior. Cover included, Like new excellent condition! \$37,500.



**Contact Duane and Sandy Stark for further information 503-393-0270**



1555 Edgewater Street Northwest,  
Oak Hills Shopping Center, Fair Oaks Way NW,  
Salem, OR 97304  
503-362-6858

**Willamette Valley Corvette Association  
2855 Maple Ave NE  
Salem, Oregon 97301**

**Place  
Stamp  
Here**

