



**CORVETTES**  
*Salem, Oregon*



# GLASS SASS

VOLUME 41, ISSUE 2

FEBRUARY 2019

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**President  
Stan Czerniak**

My first month as President has been w-a-a-a-y busier than I thought it would be! So I would like to start out by reviewing with you some of the key happenings during the last four weeks, in the Willamette Corvette Association:

First, through Buzz's diligence, messages/flyers and Registration Forms have been e-mailed to all the participants of our last year's car show, all 103 of them; inviting them to attend this year's CORVETTES II AT THE CAROUSEL !!!

Last year 35 WVCA members entered their car(s) in this event and it would sure be nice to exceed this attendance this year! The first 75 registrations will receive a very nice "Participation Award" that is even nicer than the one we had last year! So please get your registrations in early (mine's already in)!!!

Second, again through Buzz's efforts, car show information and registration form, along with a video of last year's car show has been placed on our Face Book page! If you have not seen this video please check it out. *(Cont page 5)*



**Vice President  
Kent Muhle**

**M**y best friends all drive Corvettes. I came to that realization the other day, but it wasn't always this way. I bought my first (and only) Corvette in 2009, and at the time only had two friends that owned a copy of the Plastic Fantastic. Both had been confirmed hot rodders to that point, one owning a 67 4-4-2 that he still drag races, and another that mostly stuck to 60's Camaro's, Chevelle's etc. And then one day they found themselves owning C-4's. Once that happened, they stopped building other cars. And I was confused...

When my chance at Corvette ownership came along I jumped at it, and I can recall being really angry that my buddies hadn't INSISTED that I buy one post-haste, once they figured out how good the cars were. I wasted a lot of time getting to the car that moves me the most. But it is more than the car.

I've said it before, there is a weird kind of hold these cars take on us. They get in your blood. Against all rational thought, in spite of my health and lack of income, I choose a highly modified C5 as my only car. It makes absolutely no sense to have a black car with hugely aggressive suspension settings, summer only tires and a high strung N/A motor as a daily driver.

It's a struggle at times, but the smile it puts on my face every day makes it worth while. And all of you reading this recognize the smile part. You get it. You question my sanity, and yet understand...*(Cont on page 6)*

**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

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

**Vice President: Kent Muhle**

503-680-2907

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

**Secretary: Tom Paddock**

503-409-6115

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

**Treasurer: Sandra Stark**

503-949-9100

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

**Historian/Webmaster: Ken Arck**

503-678-6182

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

OR

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

**Member-at Large: Lucky King**

503-559-3470

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

The largest automobile company in the world is Volkswagen. Who owns it? The answer is the government of Qatar. Robert Zubrin

Read more at: <https://www.brainyquote.com/topics/automobile>

## **MEETING MINUTES**

### **WILLAMETTE VALLEY CORVETTE ASSOCIATION**

FEBRUARY 7TH 2019

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

Members present: 28

Guests- Bob Ferrand- 1978 Pace Car , Joe and Pat Peters- 2002 Coupe and 2018 GS (former members back to the 1970's)

First meeting for Shannon Wright, she has attended many events with Stan Czerniak, but now she can vote.

Birthdays: Robert Ridge 15<sup>th</sup>, Betty Jacks 22<sup>nd</sup>

**Minutes Report:** Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Pat Manrubia

Motion seconded by: Lucky King

Vote by membership: unanimous

**Treasurer's Report:** Sandra Stark by Stan Czerniak

Amount in Checking:\$4,692.70

Amount in Savings: \$ 3,209.03

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 7,912.73

Motion to accept presented by: Wayne Kreger

Motion seconded by: Kent Muhle

Vote by membership: unanimous

President Stan Czerniak asked Budget Committee Chair John Elegant for an update on the WVCA budget. John mentioned the committee has put in long hours and the process is nearly complete. John said that for next year the work on the budget should start in October so it can be put together and properly presented in a timelier manner. John and the committee recommend proceeding with one budget with all activities broken down. The next meeting is February 12<sup>th</sup>, contact John or Stan for more information.

**General Motors/ Mid Engine Corvette update: John Elegant**

John Elegant talked about the upcoming events at the National Corvette Museum including the 2019 Corvette Caravan, and the Birthday Bash. Both are highly anticipated and are expected to be well attended. John also discussed the slowing sales of the C&, with only 800 units sold in January. The assembly plant in Bowling Green makes over 2000 per month, so there is likely to be some incentives on current dealer inventories coming up.

The recently introduced 'Driver Series' has not garnered much interest in the Corvette Community and GM has not kept the C7 fresh. The new mid engine offering is going to be a Corvette, confirmed by the leaked logo and script pictures. John also shared some of the 'renderings' for the new C8. This is an exciting time for the future of the Corvette.

For the most current information available be sure to register over at [MidEngineCorvetteForum.com](http://MidEngineCorvetteForum.com) , which is moderated by John.

Charity Committee- Lucky King talked about the delivery of the stuffed animals collected at the Christmas Party to the Sheriffs and how grateful they were to receive them. The Charity Committee members are Maryann Burgess, Annie Koenig, Sarah Fish and Andrea Massey.

### Activities Report: Kent Muhle

**Activities Committee-** All members are encouraged to participate on the committee which is chaired by Shane Massey. The next meeting will be at the Massey's home on February 26<sup>th</sup> at 6:30pm. Contact Shane for more information. Some ideas were mentioned including having a 2<sup>nd</sup> Sunday cruise every month.

### Upcoming Activities:

**June 22<sup>nd</sup> 2019, Corvettes at the Carousel II/ Glass on the Grass-** Kent Muhle showed a commercial that is posted on the WVCA website as well as the WVCA Facebook page. Downloadable forms for registration, flyers and vendor setups are on the website, contact Kent Muhle if you have any questions. The new T-shirt design is completed and looks very nice. So far there are 7 pre-registrations, Stan Czerniak asked members to get their registrations in so we can generate interest from other clubs. Capitol Chevrolet, WVCA sponsor is stepping up big again this year and WVCA will be hosting not only the Carousel event, but also three Cars and Coffee type events as well as some educational opportunities that will be held at Capital Chevrolet with their support.

Wayne Kreger put together a list of local clubs that could benefit from having WVCA members reach out and welcome them to our show and other events. Stan Czerniak talked about taking all opportunities to be an ambassador for the Cruise In and be sure to welcome anybody you see in a Corvette, as well as asking for raffle and goodie bags items. Stan also mentioned having a couple runs to the Cars and Coffee events at the World of Speed in May and June. Wayne Kreger suggested everybody ask local auto supply stores if we could post a poster in their window or an event board.

**February 10<sup>th</sup> - Valentines brunch with Mt Hood Corvettes.** Ken said the there is a tentative weather hold, an email will be sent to those who have signed up.

**February 9<sup>th</sup> -10<sup>th</sup> – Puyallup, Washington-** the 45<sup>th</sup> Annual High Performance Corvette show.

**February 16<sup>th</sup>-17<sup>th</sup> Salem Roadster Show** at the Fairgrounds

**February 20<sup>th</sup> - Jacket Night** hosted by Ken and Vikki Arck at Newport Seafood Grill, 1717 Freeway Ct NE, Salem OR at 6:00 pm

### SACC Update-

Wayne Kreger- This year's Cherry Blossom run is scheduled for April 20<sup>th</sup>, and Wayne is going to see if the Hitching Post is interested again this year to help WVCA sponsor the last stop of the run. This has always been a fun event with a portion of the proceeds going to the local Boys and Girls Club. Members are asked to help with our booth, more information coming up.

### 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-** New members and those that have changed cars, please be sure to send your favorite pictures of your ride to Lee Hart so he can get the updated picture on our wall at Walery's Pizza.

### Tech Time- None

**Trivia-** What differences between the 1968 and the 1969 Corvettes?

Lucky King answered with change from 327 with 300hp to 350 with 300hp. Robert Ridge also mentioned that the door handles were different.

### 50/50 Drawing:

- \$ 100 total collected by Ken Arck
- \$ 50.00 to the club
- \$ 25.00 drawn by: Joe Peters with Shannon Wright winning.
- \$ 25.00 drawn by: Bob Ferrand with Ken Arck winning. Meeting adjourned by Stan Czerniak at 7:34

### C5 Mags For Sale

C5 (2001) Magnesium wheels and tires (Firestone Run Flat)

Wheels are in very, very, very, good condition

Front tires are in fair condition

Rear tires have less than 1000 conservative driving miles



**Contact Winston**  
[winstonjoyce@comcast.net](mailto:winstonjoyce@comcast.net)  
Ph: 541-926-6693

*(Cont from front page)* Kent was the prime mover in getting this video done and it is really impressive!

Third, once again through Buzz's dedication to the club and with help from Ken Arck, car show information and registration form, along with our related video has been placed on our WVCA web page! Please check it out!

Fourth, two Car Show Committee Meetings were held this month as detailed planning for the show begins in earnest! We have a lot to do between now and June 22, 2019 and although we have a great core of WVCA members on this Committee, we could always use more. Thanks to Shane Massey for recently volunteering to be on this committee!

Fifth, Kudos go to John Elegant for volunteering to be the Chairman for the WVCA Budget Committee! John's past experiences as a 7 times President of Capital City Corvettes, Vice President as well as Treasurer and his role managing budgets for the City of Salem will serve this committee extremely well! The first meeting of this committee was hosted by Jennifer and Dan Anderson in their home, who graciously provided fun food! This meeting was spent reformatting the budget structure and much work still needs to occur to complete the budget! When completed, all WVCA members will be given plenty of time to examine the budget, prior to voting on it.

Sixth, I met with representatives of Capital Chevrolet and presented our formal proposal to them regarding our request for \$5,000 sponsorship for our Car Show! This proposal includes three Cruise Ins on their site (April, July and September) in addition to our Car Show at the Carousel. Much thanks to Kent Muhle and Annie Koenig for helping to finalize this proposal! Unfortunately, Capital Chevrolet has still not committed a dollar amount regarding our sponsorship, without a more detailed benefit statement, which Kent got right on and submitted to them. They have assured us they want to sponsor WVCA and we are waiting to see how much fiscal support they will give us this year! It would be nice if any of our members who have any interaction with Capital Chevrolet, that you tell them how much we appreciate their support!

Seventh, two of our newer members, Shane and Andrea Massey have volunteered to Chair the Activity Committee and have already held three meetings at their home, as well as providing Dinner for the meetings! A lot of great ideas have been discussed and a calendar is being developed. It would be helpful if more members got involved in getting ideas of activities that you would like to see the club involved in to Shane and Andrea and/or attending committee meetings. You do not have to be a member of this committee to attend any of the meetings.

There is certainly a lot more going on in the Club than I can capture here and a number of members who continue to volunteer their time and efforts and deserve to be recognized for all that they do to make the WVCA a great club to belong to!!! Please express your appreciation to them and better still join the party!!!

Best Regards to All, your President,

*(Cont from cover)* And that's where the real fun begins. As I look around the room at our meetings we are an incredibly diverse group. We wouldn't be in the same room together for any reason other than we love America's premium 2 seater. We own many different generations, have our own preferences for coupe vs roadster, old vs new, stock vs modified but we all love Corvettes. That bond seems to compel us to share our love of all things Corvettes with others. And hang with those that get it. It's the people.

At some point, every car enthusiast thinks about joining a club and becoming involved in an organization that shares their passion. But what do you expect to get out of a club? Personally, I joined WVCA to meet other Corvette owners in the Salem area to which I'd just moved. I thought it would be fun to talk to others, and do some cruises. I'm not new to the club scene, having been past president of the 4-4-2 Club of Oregon and Treasurer for the Region IV International Arabian Horse Association. Having been deeply involved in other clubs I also knew the problems with them. I have always felt that if ego's are checked at the door however, they run smoothly. (Great T-shirt logo?)

And something weird happened. I decided if I got more involved in the club I may have more fun. I didn't expect to become as involved as I did, sometimes to the detriment to my own health and well being, but I don't regret a minute of it. To see our 50<sup>th</sup> Anniversary party do as well as it did, to see the membership increase, to see the change in the last few years in the general attitude of the club has been very rewarding. When I hear someone talk about our show last year I am filled with pride at our accomplishments, and I hope you feel the same way.

Having said that, I would encourage each of you to take a moment and think about why you joined WVCA. What do you expect to get from your membership? Are you willing to put in any effort to support the association?? This is not a requirement for membership. As a member you are welcome at any and all of our events. But if you want the full meal deal, get involved! This years Corvettes at the Carousel II, Glass on the Grass is gonna be STELLAR! I gotta tell you, I had the 50<sup>th</sup> on my mind every waking moment last year, and it was the most fun I've had in this club! We are already WAY ahead of where we were last year, and if you want to be part of something successful, join our team.

As for me, I will spend the year with my best friends (who all drive Corvettes). Join us and be a part of history!!!



Paul Ennor

Hi guys,

*I'm sorry that I don't have much this month. It's January, and that's always a real down time in the Corvette community. It has been since the beginning of the Corvette hobby I suppose. The cold damp days of January have given me time*

*to catch up on some indoor items on my to-do list. Among those is having necessary minor foot surgery. That in turn has afforded me more time than I thought it might to just sit in the house watching TV. So, while I was resting with my foot elevated, I got out a bunch of old slides and negatives that I had almost forgotten even existed. Among those I found some old Corvette related pictures. I'm going to share a few here along with some stories here:*

**PACKING FOR A 2100 MILE ROAD TRIP IN 1976**

Back in 1976 Just before Pat and I got married we decided to travel to Chicago so I could meet her mother. Three of us were going, Pat, Marty, her 2 year old son, and me. Nope, we didn't fly. We packed my '73 roadster with all we would need for the 2100 mile drive. Make that 4200 miles round trip. We planned to sight-see along the way including a visit to Yellowstone, Jackson Hole and whatever unknown destination we might find East of the Continental Divide. Because I had never been East of Yellowstone myself before 1976. Two year-old Marty,



Pat's son, sat on the console on a pillow. It was an epic trip but we had a great time. I thought you might like to see now to pack a C3 roadster for a cross country trip like this. Just in case you ever want to try it yourself. Oh, by the way, you'll have to leave the top up on the whole trip. Sure, you couldn't undertake this type of

trip today. You'd be arrested for child endangerment of something before you reached Idaho.

Note the essentials included some wooden blocks to entertain the child in motel rooms. I doubt that any parents today would even pack those in a mini-van. They'd just toss the kid a smart phone and let him entrain him/herself. And of course a WVCA jacket was essential. I had one guy tell me that I'd never get all that stuff in "that little car" as I packed at a

motel in Nevada on the way home. I of course proved him wrong as I put it all back in place. His comment: "Well, I'll be damned!"



When were the "good old days"? Exactly when were those "good old days" everyone mentions? That's the question isn't it? When I was a kid listening to my parents and grandparents talking, I thought the good old days were sometime in the late 1800's when cowboys ruled the West. Now that I'm older, I think that I may have lived through the "good old days" during my lifetime. What defines them for me: Some of the pictures I've come across made me think that perhaps the 1970's could have been the good old days. Why? Just look at the cost of a gallon of gas in 1979 on Portland road here in Salem.

While I was perusing old slides, I found another one that many of you won't believe. But pictures don't lie. At least not without Photoshop. But these are raw scans unedited in any way.

I've shown a few members pictures of my '73 pulling a 12-foot camp trailer only to be told; "it's not possible to tow with a Corvette." I assure you that a Corvette CAN tow and do it quite well. Here's a picture of a C3 roadster towing a car trailer with another C3 T-top autocross car on it. In my humble opinion the C3 was by far the most versatile Corvette Chevy ever made.

I used mine as a family car, a work car, a camp vehicle, a tow car, an autocross racer, a dragster, a parade car, and in a crunch, the only car I owned at the time of a substantial snow storm, the only car I had that would climb the hill to my house in the snow.





**MidEngineCorvetteForum.com**

renderings by fvs

## Mid Engine Monthly Update: Advantages and Disadvantages of C8 Mid Engine Configuration

### First, Front Engine Corvette Advantages:

1) Let's start with the elephant in the room, e.g., Corvette *looks*. We know that at this moment in time that if we were to take a poll of current Corvette owners, *around 90% would prefer the looks of the traditional long-nosed hood, short rear deck of our 66 years of front engine Corvettes.*

For almost all of us, if we do not like the looks of a car, we immediately move on. But in this case, "not so fast" for two reasons... First whether with the end of this model year or maybe, *if the mid engine C8 is significantly delayed the rumored six months, by the end of the 2020 model year, there are not going to be new front engine Corvettes able to be purchased.* Second, the world is changing, and with the average of current Corvette buyers now being 60+, and will so many facing or now experiencing retirement with thus greatly dismissed financial resources for over 95% of retirees, in order for there to be a 2030 Corvette, it *must attract staggering numbers of new-to-Corvette buyers*, The first two years of the C7, even with its massively positive new looks, brought down the average age of Corvette buyers with "brand conquests," but that quickly faded, and again we are now back to 60+ average age of new Corvette owners. That bodes very poorly for the continued existence of our Corvettes. [Personally, I believe that given *a while*, most will really like the C8's exotic looks.]

2) GM has front engined Corvette production mastered. It works exceptionally!

3) Cost: If well engineered as a mass production Corvette, a front engine Corvette costs less than what the 2020 mid engine Corvette will. As Bob Lutz just publicly said, "version for version" a mid engine will cost a little more. For more details:

<https://www.midenginecorvetteforum.com/forum/main-forum/19367-lutz-c8-little-more-than-c7-version-for-version>

### Conversely, The Mid Engine (ME) Corvette's Configuration Advantages:



chazcron@MidEngineCorvetteForum.com

Intro: *There are truly many ME advances due to the laws of science.* As Tadge has noted, “we have maxed out the performance of a front engine Corvette.” As an example, even though the horsepower of the ZR1 is 16% more than a Z06, its 0-to-60 time is only 3% faster than the Z06. Additionally, the ZR1 however costs \$40,000 more (a 49% increase), and just gets a 0.1/second better 0-to-60 time (from 2.95 seconds to 2.85 seconds).

1) Acceleration: With the ME’s weight of its motor/transaxle right around its rear driving wheels, acceleration would be greatly enhanced. Expect around a 3.3 second, 0-to-60 time for the roughly 500 HP C8. Living in the northern half of the U.S. as I do, with most days of the year below 70 degrees, my 650 HP, Z06 is a near continuous process of throttle modulation if I want acceleration (as opposed to tire smoke). I believe most days, my car thus has a functional HP around 550, and even my friends with their 460 HP SR’s and GS’s are needing throttle modulation much of the time.

2) Braking: A mid engine configuration not just has better inherent braking, but as a consequence, it typically also allows smaller brakes — thus lesser weight and lesser cost.

3) Handling: ME’s handle better because there is no 450 pound mass of metal in the front of the car, e.g., at the opposite end of its driving wheels. Please forget the long discussed, and espoused originally by Corvette advertising in the mid-1960’s, that 50F/50R weight is the optimal for handling — for that is simply not true. The average Corvette competitor with a ME configuration has a 42F/58R weight bias. Even front engine Ferraris now have 53% rear wheel weight distribution.

4) Tire size reduction for almost all ME’s: While a Grand Sports 275mm front tires look terrific, the average mid engine exotic sports car has 245 fronts, and instead of GS’s 335 rears, the average ME has 305 rears. Even the 711 HP Ferrari Pista has 245/305 tires — again clear weight reduction and cost reduction advantages. BTW, the 2020 ME Corvette will also have the same 245/305 tire sizes.

<https://www.midenginecorvetteforum.com/forum/main-forum/19367-lutz-c8-little-more-than-c7-version-for-version>

In summary, on a twisty short race track like Lime Rock, it is quite probable that with the same driver, on the same day, and the same track temperatures, etc., that the roughly 500 HP C8, with its standard and only DCT transmission, that the C8 would be faster than a 2019 650 HP Z06.

Actual C8 Interior photos here: <https://www.midenginecorvetteforum.com/forum/main-forum/22346-c8%E2%80%99s-interior-uncovered> One sample:



To see over 150 C8 spy pictures, a similar amount of C8 renderings, and more than 475 mid engine information/discussion threads, thanks for visiting: [www.MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com)  
We also have hundreds of C1-C7 threads, and related front engine Corvette information discussions.

John Elegant (Co-Founder & decades long Corvette fanboy; can be reached at the forum via a PM)

# MARCH 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7 <i>Monthly meeting 6:30</i>	8	9
10	11	12	13	14	15	16
17 <i>St Paddy's Day</i>	18	19	20 <i>Jacket night</i>	21	22	23
24	25	26 <i>Activity meeting Massey's 6:30</i>	27	28	29	30
31	Corvette for sale: <a href="https://saalem.craigslist.org/cto/d/saalem-2004-c5-corvette-lemans-edition/6758155958.html">https://saalem.craigslist.org/cto/d/saalem-2004-c5-corvette-lemans-edition/6758155958.html</a>					



# 2019 Standing Committees

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

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

## 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

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

Place  
Stamp  
Here

