



CORVETTES
Salem, Oregon



GLASS SASS

VOLUME 40, ISSUE 1 JANUARY 2018

This is the beginning of a new year and hopefully greater participation in Club activities and contributions to the Newsletter.

To that end, we thought we would start out the year with a bang, and thanks to contributors **Paul Ennor, Kent Muhle, and Tom Paddock**, we hope you will like this issue enough to make you want to contribute a story or article of your own to make this a great Newsletter in the coming months!



President
Julie Hughes

Happy January all WVCA members. I was looking forward to our year ahead, but unfortunately I got sick 4 or 5 days ago, so my New Year wasn't so great. I hope all of you are taking really good care of yourselves; The cold or flu or whatever it is, is no picnic.

Did anyone get a Corvette under the tree this year? I know I didn't get one. I did get some lovely gifts, and I hope you all had a good Christmas and a Happy New Year. Ok now on to better things.

I realize that we really don't have a destination for January, February and March, and we still have some bad weather ahead. I know the activities committee needs some help determining where they would like to go. Have you given them any recommendations?

Sounds like we have some good news. The 50th seem to be coming along slowly but surely. Capitol Chevrolet has kindly decided to help us with donations and cars.

We will have a great time. Looking forward to June. Julie

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Vice President
Kent Muhle

It's going to be a good year. I can feel it. The weather has been clear, and the moon was full and beautiful the last couple of nights, so I've been out pounding the pavement looking for that perfect road with that perfect view. Yesterday Alicia and I took a little drive up the old scenic Gorge highway to assess the damage from last summer's fires. We were a bit short on time, but were there long enough to realize although the damage is significant, there is still a LOT of green, and I'll bet the Gorge repairs itself quickly.

Tuesday morning Lee Hart and I secured some fairly significant sponsorship dollars from our host, Capitol Chevrolet towards our 50th Anniversary celebration this year, so now the work can get on in earnest. It took a bit to get the ball rolling, but it's rolling now!!! The good folks at Cap Chev brought up some extra things they would like to do for us, and it's all good stuff. Let's continue to support them, so make sure to tell friends and family where to get their next vehicle.

The Activity Committee will be meeting later this month, and we will have a great slate of fun stuff to do for the whole year shortly. While we are planning events, this is the time for you to step up and put on a cruise, party, picnic, paintball war, whatever your heart desires. The more we have a wide variety of events to attend, the more we will be able to show off our cars to the public.

Cruises, autocrosses, drag racing, show and shines, rally's, picnic's, group Corvette modification and repair days, and guest speakers with topics related to our cars, are just a few of the things I've been thinking about lately. Got ideas? Bring them on. Lets make the 50th year of our club the best one EVER!

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>

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**"A good goal is one that
excites you a lot and
scares you a little"
Bob Proctor**

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

JANUARY 4TH 2018

Meeting called to order by Vice President Kent Muhle at 6:30pm
(President Julie Hughes is sick and couldn't attend)

Guests: none present

Members Present: 28

January Birthdays: Sandra Stark 3rd, Gene Kraiter 15th, Annie Koenig 25th, Vikki Arck 31st

Minutes Report: Tom Paddock

Changes to previous minutes: Kent Muhle mentioned that the creation of the committee to develop the 50th Anniversary agenda.

Motion By **Lucky King** and seconded by **Wayne Kreger**. All in attendance voted yes.

Motion to accept as published/ with changes by: **Bob Koenig**

Motion seconded by: **Ken Arck**

Vote by membership: unanimous

Treasurer's Report: Jim Tiano

Amount in Checking: \$ 2052.29

Amount in Savings: \$ 3208.77

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 5272.06

Motion to accept presented by: **Pat Manrubia**

Motion seconded by: **Roger Burgess**

Vote by membership: unanimous

Activities Report: Kent Muhle

Previous Activities: none

Upcoming Activities: **Wednesday 10th 50th Anniversary Committee-** location TBD

Wednesday 17th Jacket Night- Hosted by tPaul and Pat Ennor at the Macleay Country Inn, 8362 Macleay Rd SE Salem, OR. More details will be sent via emails

Wednesday 24th Activity Committee meeting- location TBD

50th Anniversary Celebration: Kent Muhle

Capitol Chevrolet Stepped up to sponsor our 50th Anniversary event and have committed money and promotion resources. They are requesting any Corvette info that they can put on their Facebook page (trivia, factoids etc)

Buzz Blogg has made a flyer, with a save the date, which will get distributed to other clubs. Entry Form is being completed.

Liz Kraitler has started arrangements with the Red Lion for an awards banquet and rooms for out of town participants.

Many other ideas were presented and there is going to be a lot of information coming quickly. All members are encouraged to participate in the planning stages. There is a lot to do and ALL HELP IS APRECIATED!

Stan Czerniak also tipped his hat in recognition of Kent Muhle and Lee Harts success with getting Capitol Chevrolet involved.

SACC Review: Wayne Kreger

No SACC meeting has been held since last meeting.

Website Review: Ken Arck

Continuing to updating the member resources information

John Elegant will be a contributor.

Glass Sass Review: Buzz Blogg

Needs articles please! Any kind of information will be appreciated.

Clothing/ Apparel: Al Manrubia

Working on getting sources for hats, **Al Manrubia** found that Custom Creations already does WVCA embroidery and their prices are very good. Next meeting there will be an order form passed around for hats and shirts. **Vikki Arck** suggested a more uniform shirt offering so members match at events. A motion to setup order was made by **Wayne Kreger**, seconded by **Roger Burgess** voted unanimously by members

Bowling Green Update: Stan Czerniak

2018 Corvette production is lowest since 1959 at 9686 total units produced, with the last 2018 produced on January 22nd 2018. Stingrays- 3803 combined total; Grand Sports- 3081 combined total; Z06s- 2802 units combined. Automatic transmissions were fitted to 78% of production, and that Arctic White was again the top selling color. Stan also emphasized what a beast the new ZR1 is. The new mid engine Corvette may debut at the 2019 Detroit Auto Show, and there will be 3 engine options available.

Old Business: Kent Muhle

None mentioned.

New Business: Kent Muhle

Stan Czerniak mentioned the Annual Car Show at the Albany Fairgrounds, **Wayne Kreger** mentioned that this is more of a locals show and that past events have been nicely put together. Stan also talked about the month long Corvette celebration at the World of Speed in Wilsonville, and urged members to support the WOS and attend this event.

Open Floor: None presented

Tech Time: None presented

Trivia: Kent Muhle

When was the first Z06 built? In 1963, with a 327ci engine developing 360hp.

50/50 Drawing:

\$ 42.50 to the club

\$ 21.25 to drawn by: Bob Koenig with Kent Muhle winning

\$ 21.25 to drawn by: Kent Muhle with Annie Koenig winning

Meeting adjourned by Kent Muhle at 7:23

2019 will be an exciting year for Corvette Owners and especially those who are thinking about mid-engine cars

Sean Szymkowski for GM Authority

We've called the mid-engine C8 Corvette the automotive industry's worst-kept secret for a reason: the leaks just keep coming like a drippy faucet. And here's another one.

A user published CAD images (computer-aided design) of the all-but-confirmed mid-engine sports car on Corvette Forum on Thursday, and the detailed images gave rise to many observations. We can thank Corvette Forum user "firebirdfan" for the massive list of observations listed below:

"Coil springs (FINALLY).

Magshocks (or spool valve, either way, fancy shocks).

Upper front arms look to be similar to C5/6/7 with trunnions.

Lower front arms look to be similar to C5/6/7 with camber eccentrics.

Rear subframe is HUGE and is a very strange mix of cast parts and welded tube. Can't tell if it's welded or bolted together in the middle.

Engine is an LT1.

Looks like factory shorty headers instead of cast manifolds.

Engine has alternator relocated.

Not sure what the upper-right accessory pulley is for. Upper left is water pump, lower right is AC.

Oil filter looks easy to get to.

Oil cooler clearly shown above filter.

Half-shafts look to be the "bolt on flange" style (no draining trans to remove shafts).

That transaxle is BEEFY. Like, dear god. Can't tell if it's auto or manual. If I had to wager, that's the automatic (guessing from shape of bottom of trans and what looks to be coolers hanging around it).

Giant flat space above transaxle is more than likely for intake box/filter.

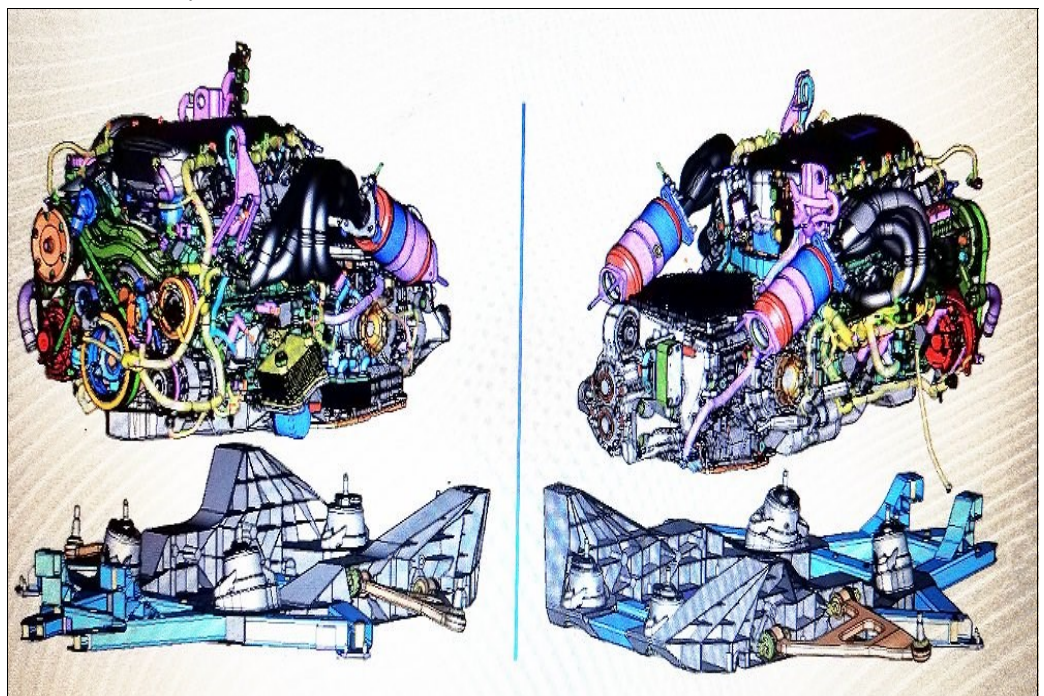
No turbos shown.

Frame looks to be similar to C5/6/7 with giant hydroformed rails (probably still aluminum). Disappointing. I was hoping for proper unibody. Hopefully with a fixed roof it'll be stiffer.

Brake rotors are 1 piece. Calipers are MASSIVE.

Side skirts are mechanically fastened just like C5/6/7. Still going to be horrendously expensive to fix if damaged.

Brake ducts clearly shown on front."



The information and images above basically confirm this is, indeed, a Chevrolet Corvette and not a Cadillac sports car. Even the fact a [6.2-liter LT1 V8](#) is included in the CAD images backs up [previous reports](#) that the LT1 will probably remain an entry-level powertrain choice. The other two options will likely be DOHC designs.

Additional reports peg [early 2019 for an on-sale date](#), which means a 2018 reveal may not be out of the question. Stay tuned.

Read more: <http://gmauthority.com/blog/2017/12/potential-cad-images-of-mid-engine-c8-corvette-leaked/#ixzz52fgAyl69>



How did I ever get into the Corvette Hobby and stay in it for 45 years?

By: Paul Ennor

I often wonder just how I ever got caught up in world of Corvettes because it was so unlikely that I'd ever see myself in some plastic car. You see I didn't grow up in a wealthy family. Our family was solidly middle class. I learned to drive in my dad's '54 Chevy 4-door. Dad believed that any engine bigger than a 6 was just a waste of money. My first car wasn't even a decent 6, it was a 4 cylinder 1957 Simca that I was given free by a neighbor who had it laying in it side in some horse pasture sans its transmission. To make it a running car I had to get a junk yard transmission installed. A job that I did myself at the age of 15. I wasn't old enough to drive yet but I was old enough to use a wrench. Your forgiven if you never heard of a Simca. That's why I included a picture. Go ahead and laugh, it ran, most of the time but went through four transmissions before I gave up searching junk yards, got a summer job and saved enough money to buy a used '58 Chevy 6-cyl 3-speed. That car cost me \$199. No, I don't have it anymore but I wish I did. The year I graduated from high school I traded the '58 for a '59 Impala 4-door with a 348 V8. Meanwhile a class mate of mine got a brand new '66 Corvette as a graduation gift. By this time, I was wedded to the Chevrolet brand for good.



My vehicles would all be Chevy's. I had a '66 Corvair Monza when I graduated from Chemeketa. I loved that car. It would go anywhere at any time and as you can see here it would even take me unto and out of situations few other cars would dare to attempt. Certainly not a Corvette. And it got 30 MPG on 29 cent gas at a time all my friends were driving various Chevy, Ford, Pontiac, etc. muscle cars. I was certainly a LONG WAY from being a Corvetter at this point in my life but my Dad was happy because I had a 6 cylinder car. That's when I changed course as far as cars go.



I sold my Corvair to my brother and bought a slightly used '68 Camaro Z/28. I convinced my unsuspecting father that even though it was a V8 it was only a small 302ci V8 versus the "big 348 V8" I'd had in my '59. He never asked about the horsepower difference and what he didn't know wouldn't hurt him 😊. It was about this time that the Corvette bug bit me. I was rooming with a friend who had had a couple of Corvettes on and off and he had just bought a '63 roadster for \$1200. I started to hang out with him and his friends, all of which were in WVCA at the time. But I couldn't join up because I only had a Z/28 Camaro. It was about this time that the '73 Corvette came out in the car magazines, and I was hooked the first time I saw a picture of it. I was so clean looking. The

egg crate side vents of the 70-72 models were gone, the hokey little chrome front bumper was replaced with a body color rubber bumper. It just looked totally awesome, especially the roadster. I wanted one so bad. Since I had a new high paying job making \$500/mo. Gross. I went to Cap Chev and ordered a brand new '73 roadster in medium blue with black interior, both tops and a small block. Dad thought that I'd lost my marbles. He said to me, "What's the matter with you kid, spending \$5500 on a plastic car that only hauls two people. And with a V8 to boot?" This was in January of 1973. By May of '73 my new Vette still hadn't arrived at the dealer. That's when the salesman called to tell me the bad news. Chevrolet had never made my Corvette. It got tangled-up

in a strike at the St. Lewis plant that winter and I would not be getting my new '73. To say I was bummed-out is understating my feelings. Capitol offer me the very first '74 they would get in a few months or one of three different '73 T-tops they had in stock all for the same \$5500 I was to pay for the roadster I ordered. But it was no sale for those deals. I wanted a '73 roadster or the deal was off! That's when they found their '73 roadster demo hiding out at the Toyota dealership being driven by the Toyota General manager. "What the"? Never mind. I said I wanted to see it. Capitol Chevy was downtown in those days on Commercial Street. Getting the Vette downtown was arranged and I went to see and drive it. I'd never even driven a Corvette before. I ordered a brand new one without ever turning the key in any Corvette.

Capitol trusted me enough to hand me the keys and said, "take it around the block" by myself without the salesman in tow no less. Bet that doesn't happen anymore. This demo was a 454 4-speed soft top only roadster. I fell in love at first sight. So much cooler than the blue one I thought I wanted. Oh, and that 454 torque. If you've never driven a mark-IV big block you just don't know what I'm talkin' about. Horsepower is fine but torque is where it's at for drivability. After no more than 20-minutes of negotiation I got my '73 for the \$5500 I planned to spend on the small block Chevy never built. To say I was happy is again a real understatement. I loved that car from the first time I laid eyes on it and continued to love it clear up until 2012 when I reluctantly sold it after I had a stroke that left me unable to drive and enjoy my 4-speed Vette any longer. I cried the day it left my garage. I owned this Vette for 40-years. I wish I could have it back. It was without a doubt the very finest vehicle of any sort that I've ever owned. My current '82 Collectors, although it's still a C3 model, can't hold a candle to my beloved '73.

Oh, let me add a postscript to this story. Remember, I said I paid \$5,500 for my brand new '73. roadster. In the 40 years that I owned it I drove the #%#@ out of it. I autocrossed it, drag raced, I drove cross country in it to Chicago and back with three of us in the car. I drove it to work in the rain AND snow. I wrecked it twice, only once was my fault and put 140,000 miles on it. I repainted it twice, replaced the interior once, replaced the clutch 3 times. When it finally found itself just sitting in my garage because I couldn't drive it anymore some guy offered me \$30,000 for it just as it sat, still running super but in need of some TLC. My '73 might be the best investment I ever made. "Take that Dad, rest your soul".



A reminder to us all as to how very fragile we are

By Kent Muhle



My Dad was not a car guy. He saw that I was, from an early age, and was pretty sure I'd grow out of it. Sorry Dad. Even though he couldn't change a spark plug, he gave me the best "car guy" advice I've ever received. "Always drive as if everyone else is out to kill you". That advice governs my daily driving style and has kept me out of trouble more than once. The other thing he told me was that there are no "accidents". There are plenty of wrecks, but there is almost always a defensive way out.

So, I've always driven with a dose of paranoia in my veins. It's served me well over the years, but has come into play too often recently. Several months ago, Alicia and I were stopped at a light, when I spotted a car coming up behind us way too fast. I'm always in first gear with the clutch in and my foot touching the gas pedal at a light. If it's on a hill, I use the e-brake. I knew what the cross traffic was, so blipped the throttle, slipped the clutch and zipped right, directly in front of a fairly surprised couple in the right lane (at a stop remember, and they had no idea what was happening behind them). The car that was coming up on us in our lane ended up stopped right where we had been. I'd like to mention, that lucky maneuver would have not been possible except for the fact that I turn off my traction control before driving. Had there been oncoming traffic, we'd have had very little room, which is why my dear old dad taught me to leave space between you and the line, or the car in front of you.

Last night, again with Alicia, we had a very close call. Heading east on Kuebler in the fast lane at under 50 MPH in

the 45, someone heading west took a left on Battle Creek in front of us. I'm always over 2500 RPM in town. I have to shift a lot, and my mileage suffers, but I'm a toe tap away from an escape (I told you I drive with a dose of paranoia). Unfortunately, my first thought was "you have to be kidding me". It didn't sink in for a split second, that this moron was gonna hit me at about where my left foot was. Hard! I knew nobody was in the right lane, so I jerked the wheel hard right and than hard left, while punching the gas. I actually braced cuz I was sure he was gonna hit my quarter, but we didn't touch. I don't know how actually, I figured my paranoia and my dad's wings would lesson the impact, but there was no way we weren't gonna touch. That was way too close to a big wreck. And I have to tell you, I'm a bit shook. If I had reacted instantly, I could have punched it and moved into the right lane. But I was slow, and had to make a risky move. I've been playing it over and over, and the fact is that I was distracted.

Not by a cell phone, not by GPS, not even by conversation. I was just driving. And I forgot that everyone else is trying to kill me. That almost got us killed.

My C5 is my daily driver. It's far from stock, with the modifications designed solely for balanced performance. Truthfully, I'm trying to make my car perform like a stock C7. Those of you that know my car, know I'm close. When I go over what happened, I've never owned another car that could have driven out of that situation. Lucky me, cuz I was late. But what were the other possible outcomes? I think most people hit the brakes. Had I chosen that option you wouldn't be reading this. Maybe change the closing speed from 90 MPH to 85? I could have just frozen. He would have hit me at the drivers front wheel, and we would have ended up in a heap somewhere on Battle Creek. Again, not sure you'd be reading this. I had a good car, with good tires and brakes, was in the right gear and had some good training. And a Guardian Angel.

Please be careful out there, and be prepared for anything. When on the road, "drive as if everyone else is out to kill you". Thanks Dad....



There is nothing like the thrill of owning a brand new Corvette!!

By Tom Paddock



IN THE BEGINNING

The first Corvette I really remember taking notice of was from my youth in the summer of 1969, a neighbor kid graduated from High School and his mom and dad bought him a new 1969 Corvette for graduation. He would drive that car down the narrow Portland street, and all the local kids would be standing at the curb and staring whenever he drove by. Nowadays, I would have probably called the police, but I was 7 years old and in awe. My love for Corvettes grew and I started noticing them from that point forward.

THE DREAM STARTS

Years later my family had moved to Spokane Washington. In 1978 the manager of the store where I worked, Jim, had a brand new 1978 Corvette Silver Anniversary Indy Pace Car. I would wash it every day and wax it every other day for him. The biggest thrill for a 16 year old was getting to sit in a new Corvette and backing it out and moving it over a few parking spots to get it closer to the hose, and then I would move it back to the original parking space when I was finished. The hose would have reached the car anyway, but he was agreeable to letting me move it so I took advantage of the opportunity. I would take the keys back in to Jim when I was done and thank him for letting me drive it.

But on one particular late summer day when I took the keys back in to Jim, he handed them back to me and told me to go ahead and take it for a drive around the block. I promptly removed the mirror t-tops, started it up and took off down the street. This was a little more exciting being in traffic rather than the typical jostling between parking spaces, but I quickly overcame the anxiety once I realized what I was doing. So with the radio cranking I made my way from and then back to its parking spot.

(continued on page 9)

December 20th was Jacket Night, and for the second year in a row we drove to Portland International Raceway for their giant Christmas light display. PIR is a beautiful race track, and each year the entire 2 mile course is covered in lights for the largest outdoor lighting display this side of the Mississippi. It's really cool to drive the course and spectate, and although the weather was perfect (not a drop of rain), it was nice to be in a heated car for the duration.

Afterwards, we met at McMenamins in Wilsonville for a very nice meal. Although attendance was light, it was still fun to cruise and hang with other club members in a festive location. Hope everyone had a Merry Christmas, a Happy New Year, and whatever holidays you celebrate. I for one am excited about the new year, and am looking for 2018 to be a banner year for WVCA! *Kent*





(Continued from page 7)

I still remember that stunning car and that sunny day, looking ahead and marveling at the fender flares rising above each side of the hood and the new car smell. It was awesome and I really wanted that to be mine. Maybe someday it would happen..... I was hooked.

ANOTHER BEGINNING

I found my 2004 Commemorative Edition Convertible after I had been seriously looking to buy a Corvette for some time. It had been listed for a while on the Seattle Craigslist but wasn't selling at the price the dealership had it advertised at. On the first day that I saw the dealership had substantially lowered the price I called them early in the morning to verify that it was still available and started making arrangements to drive up to Bothell (south of Seattle) the next day. I got one of our sons-in-law to drive me up so I could pick it up and drive it back. On the drive back to Salem everything was going smoothly until the weather started getting rough as a big winter storm was making its way inland a day earlier than had been predicted by the local meteorologist. All of a sudden just north of Olympia, I-5 was covered in nearly 1/2" of hail. Everybody was taking it easy and once we got in the Ridgefield vicinity there was a break in the storm and the rest of the ride to Salem was comparatively uneventful. Once home I started making room in the garage because the big storm was just starting to hit Salem very hard. After it was in the garage I stood and stared at it and could hardly believe that I had done it. After doing some basic modifications and adding 100,000 miles to the odometer, there was a new chapter about to open in my Corvette story.

Oh boy!

SOMETIMES TIMING IS WHAT YOU MAKE IT

WVCA meets the first Thursday of every month in the upstairs conference room at Capitol Chevrolet. So that means that every month there are new Corvettes calling out to me as I would make my way through the showroom to the meeting. I have been a fan of the C7 and its controversial new taillight styling ever since the first actual pictures started surfacing. WVCA has had several members that got C7s right away and the pictures in the magazines and online didn't do the car justice. Sitting in the driver's seat of Buzz's Stingray and looking ahead at the towering fender flares made me feel like I was that kid again. Then one day on my way to the meeting, there was a beautiful new 2018 Admiral Blue Grand Sport that appeared on the showroom floor, decked out in Jet Black 2LT interior trim along with the GS Heritage option and very stunning stage 2 carbon fiber ground effects. The Admiral Blue is actually a closer color match to the Le Mans Blue on my 2004 so that immediately caught my eye. My biggest perceived obstacle was the fact that it is a Coupe and not a Convertible, but other than that I was totally in love. The car also has a manual transmission which is actually difficult to find at most dealerships. Now that car was there calling out to me as I walked by for the next 3 meetings. Meanwhile, as the rest of the Corvette inventory at Capitol was being sold, the stars aligned and things started falling into place. After that last meeting the targa top was off the car and stowed in the back, so I sat in it and found that it was very acceptable feeling compared to what I was expecting. I have always liked the interior of the C7 and exterior styling of the coupes. Along with the incentives and rebates that were getting ready to expire and the looming increase in future interest rates, I thought this is the right time and the right car to make this happen. I have purchased from Capitol Chevrolet in the past and have had fair deals and this time was no exception. As I was buying their last Corvette, I couldn't believe the Prom Queen was still available at the end of the dance, but I was about to drive her home and make her mine. Once I got it home though, I had to create more space in the garage, enough for both Corvettes. I absolutely love the C7 Grand Sport and while I am amazed at the difference in the driving experience from the C5, the C5 still has its allure and I still enjoy taking it out for a spin as much now as I did on that first day I drove it home. Oh the dilemmas!

Well, I can't wait to see where this chapter takes me!





A Little More Club History

From March 1981 Glass Sass *By Paul Ennor*

If you have been around the club for any amount of time, you have heard of NWACC ("Enwack" as it is referred to by those of us who think everyone else is as familiar with it as they would be with say, Uncle Sam) * NWACC is the initials of the North-West Association of Corvette Clubs. Willamette Valley is a member of the association. But where did NWACC come from? If you read Corvette News or some of the other Corvette publications you probably have never run across NWACC but you have most probably found a lot of reference to WSCC (Western States Corvette Council), NCC (National Corvette Council) and CCC (Canadian Corvette Council)

In General Motors grand and simple plan, NCC, WSCC and CCC represent all Corvette clubs in America. NCC east of the Mississippi, WSCC west of the Mississippi and CCC in Canada.

For several years, until 1970, all the clubs here in the Northwest were members of WSCC. Most of the clubs of WSCC were in southern California, since they had the bulk of the voting members, they ran the association. Most events and conventions were held in California. To say the least, it did become a drag to drive a 2000mi round trip just to go to a concourse or autocross.

In 1970 several clubs from Oregon, Washington and British Columbia got together in Portland and formed a northwest association. Willamette Valley Corvette Association is a charter member of NWACC, having been one of the founding clubs.

The only problem with what we "northwesterners" did was that in breaking away from WSCC, we became outcasts as far as General Motors was concerned. That meant no factory sponsorship for our events, no mention of us in official GM publications, including Corvette News., and not even a hint that the clubs out here were affiliated with anyone or anything when our club was put on the official roster of clubs which Corvette News publishes each year.

But as you know, Northwesterners do not take such things to heart. We invited WSCC to come to the great Pacific Northwest, and in the spirit of the cop who once asked, "Well now, where you fellers go in' with all them Corvettes?" we beat the pants off all those Californians. And just to prove that it wasn't just "home court advantage" we took (and still do take) every opportunity to travel South to bring back the gold from WSCC home territory,

Let GM have the three national associations; we know who has the best one, and we know where the Corvette spirit lives on: right here in the Pacific Northwest. Anyway, back to history. . . WVCA has hosted several NWACC events in the past 10 years. By tradition, each event consists of an autocross, which is a timed speed event, plus a rally, which is an "on the street" navigational event, or a concourse, that's a car show. In the early 70's when the Salem Speedway was still active, at least one autocross was held there. It was a mile oval track which made a limited but interesting course. Also in the early 70's there was a go-cart track out east of town by Fruitland, and although it was not big enough for an NWACC autocross, you could get a Corvette on it, if you were careful, and it made a great practice place. I was told the club quit using Fruitland after one of the wives took out the back fence one night after getting a "little" out of shape coming out of a turn, The club spent several evenings rebuilding that fence *

In 1975 we hosted the first NWACC event to come to Salem in several years. We arranged to get the use of the Oregon State Fairgrounds in conjunction with a Bi-centennial kickoff celebration being put on by the Fair people. We put on a concourse which included antique cars, Corvairs and early T-Birds, as well as Corvettes. We charged the public fifty cents to get in and look it over.

After the Fair was paid and the whole event was over, the club had a nice little \$ 1000 surplus to start a savings account with, Now that's not bad when you consider that we started out that week-end with no money at all in the club treasury, and with two club members having to pay about \$300 out of their own pockets to buy beer, rent clocks and pay the band who played at the party. That autocross was an interesting one to say the least.

It was a short parking lot style autocross. We had to rent a minimum of 75 cones because that was the smallest number the rental company would rent. Bob Jacobson made out the course, and I guess he figured if you have 75 cones you gott'a use 75 cones. He made a 2-lap course with everything including an optional figure 8 in it. When you hit that figure 8 section, it looked like a Baskin-Robbins Ice Cream Store, cones everywhere. A good 2/3 of the entrants' DNF'ed (i.e missed) the course on the 1st run. Before the second run we held a drivers meeting, including a short course in map reading, and let each driver walk the course again, The second and third runs were a little better.

But one of our members' wife was having a problem. She had DNF'ed the second run also, and to top it off, it was her first try at autocross but she wanted to get a time, any time, on her 3rd run. I was running the radio communications at the timing trailer that day, so it was up to me to find out what had happened to Annie when she failed to return from the other side of the building after a couple of minutes. I got on the radio and asked "Where is Annie? Can any of you see her over there?" A long pause and a voice crackled back over the radio, "I think we have a DNS here". Is that a DNF?" I asked. "No, it's a DNS, Did Not Start!" the voice answered. "What the hell do you mean?" I asked. The course worker

replied "Well Annie's standing up in the seat over by the figure 8 trying to figure out where the hell to go. She's got her map out and everything". Well, we left her alone and sure enough, after a bit she reappeared around the building; completed the course without missing a thing.

She had slow time of the day by over 2 minutes, but she got a time and finished the course and she was so proud of herself. Annie later went on to become one of the most avid auto crossers in the club. Maybe it was that never give up style of hers that made her such a good racer.

FEBRUARY 2018

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



2018 Standing Committees

50th Anniversary

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

Budget

Julie Hughes Dawn Gloeckner Liz Krater Jim Tiano Jennifer Anderson

Activities

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

STEVEN MICHAEL

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

**Place
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