



CORVETTES
Salem, Oregon

CORVETTE ASSOCIATION



GLASS SASS

VOLUME 41, ISSUE 1

JANUARY 2019

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**President
Stan Czerniak**

Shannon and I hope that all of the WVCA members and their loved ones, had a very safe, enjoyable and fulfilling 2018 Holiday Season! As much as I enjoy and look forward to each end of the year Holidays, I also look forward to the coming New Year with its opportunities for personal growth and the chances to do some of the things that I did not get accomplished during the previous year.

One of the things that I gave very little thought to during most of 2018, was becoming the President of the Willamette Valley Corvette Association, even though I did spend a considerable amount of time in helping with the planning and carrying out our very successful car show last Summer (through Kent's very

able leadership) and in initiating and leading a number of cruises, cruise-ins as well as being involved in attending WVCA functions such as Jacket Nights etc.

That being said, throughout the year I was approached by several individuals about being the next club president. Admittedly, I was very resistant and hesitant to assume this responsibility as I knew it to be a very time consuming and a sometimes "THANKLESS" task!

Realistically, as President you have very little "real" authority, the pay is "TERRIBLE" and no matter what you do, someone will probably not like it! *(cont on page 4)*



**Vice President
Kent Muhle**

Happy New Year! The first meeting of 2019 rolled around and wow! I'm constantly amazed at the generosity of our members. I hope to live long enough to be able to return half of what's been given to me by associating with you crazy bunch of Glass freaks.

I'd like to thank our outgoing board members Julie, Jennifer and Kathleen for their service last year. Actually the last two years for Julie. She stepped up when nobody else would and did it TWICE! Gotta say, it was a little weird seeing you without a gavel last week. Enjoy retirement boss.

So now I have a new boss. Here's what you need to know about Stan. The guy lives and breathes Corvettes. He has two C7's for crying out loud, and one is a full tilt Z06. Did he buy them and just leave them alone? Oh no. The detail and quality of his Mods is amazing, and he displays his love of Corvettes even when he isn't driving one. I'll wager he has more Corvette branded clothing than any human this side of Bowling Green.

Speaking of a guy who lives and breathes Corvettes, our own "pipeline to the source" John Elegant (with an equally amazing Z06) gave an informative presentation on the current state of affairs at GM. Wanna know the REAL scoop on the upcoming C8, have questions about pricing, engines, release dates? Show up at the February meeting and get as close to the source as one can get. John gave me some things to

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

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Vice President: Kent Muhle

503-680-2907

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Treasurer: Sandra Stark

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Member-at Large: Lucky King

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*We can have more than
we've got because we
can become more than
we are.*

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

JANUARY 2ND 2019

January 3rd , 2019

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

Members present: 35

New Members: Lou Allen was unanimously welcomed by all in attendance.

Guests- Roger Weber (2017 Sterling Blue Metallic Coupe)

Birthdays: John Elegant and Sandra Stark 3rd, Liz Kraiter 15th, Annie Koenig 25th, Ann Salvatori 27th, Kay Hansen 28th, Vikki Arck 31st

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Lucky King

Motion seconded by: Paul Ennor

Vote by membership: unanimous

Treasurer's Report: Sandra Stark

Amount in Checking:\$6,849.69

Amount in Savings: \$ 3,209.01

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 10,069.70

Motion to accept presented by: Lucky King

Motion seconded by: Kent Muhle

Vote by membership: unanimous

President Stan Czerniak asked for members to be on a budget committee, a sign-up sheet was passed around. Budget meetings can be attended by all WVCA members. Location and time will be announced later. Wayne Kreger asked about the budget, to be presented at February meeting. He also thanked all the members of the previous year's board for their service.

General Motors/ Mid Engine Corvette update: John Elegant

John Elegant talked about some of the changes that are coming up to both GM and the Mid Engine C8 Corvette. There is actually a very positive way to perceive the changes coming to GM and the vision of Mary Barra, who is a car person, and some of the other personnel at the top. The company is still strong and as the emphasis shifts to Trucks and SUVs the Corvette is still a player in the future of the company.

John also mentioned the update to the electrical system during the de-engineering of the test cars. Ultimately it was decided to go from the 12v system to a 48v system. The delay to reconfigure the wiring is estimated to be 6 to 8 months, possibly leading to a New York Auto Show debut for the C8. John also talked about what could be done to keep the C7, which was the most awarded vehicle ever, viable for the

near future. The price for the C8 seems to be heading only slightly higher than the corresponding models in the C7. It was insightful and thought provoking and it is certainly nice to have John Elegant back!

Kent Muhle also mentioned the great resource for information that is the forum over at MidEngineCorvetteForum.com, which is moderated by John. Stan Czerniak also confirmed that the decorum is much nicer than some of the other Corvette forums.

Activities Report: Kent Muhle

Activities Committee- All members are encouraged to participate on the committee, and a sign-up sheet was passed around Shane Massey will be chair. There will be an emphasis on more driving and activities with more setup and follow through to keep the calendar full and up to date.

Upcoming Activities:

January 7th Cruise In Committee @ 6:30 in the Capitol Toyota upstairs conference room. All members are welcome and encouraged to participate and help to make this year's event a bigger success than last year.

June 22nd 2019, Corvettes at the Carousel II/ Glass on the Grass- Kent Muhle showed a commercial that is still in development for the event. It is designed to be used as an attachment when sending information to other clubs and will have a nice appeal for use on the WVCA website and the clubs social media presence.

Kent also mentioned that it is not too early to start asking for contributions for the raffle and goodie bags from stores and places that may have an interest in being promoted at our event. Stan also mentioned to be sure to ask fellow Corvette owners you encounter.

A signup sheet for this year's Jacket Nights was passed around, and the only open month is October. If you are interested in hosting the October Jacket Night please contact Kent Muhle.

January 18th and 19th- Car show at the Albany Fairgrounds

January 24th -27th – Portland Auto Show

February 9th -10th – Puyallup, Washington- the 45th Annual High Performance Corvette show.

February 16th-17th Salem Roadster Show at the Fairgrounds

SACC Update: Wayne Kreger- Meetings are starting back up January 28th in the Capitol Chevrolet conference room (same

place we meet) and Wayne invited members to participate and get involved with this fun group of people with varied car interests.

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- The 60th Anniversary 427 Convertible shared many parts with the Z06, but there was one part that was different, what was it?

Tom Paddock answered correctly with the steel frame compared to the Z06 aluminum frame.

50/50 Drawing:

\$ 110 total collected by Ken Arck

\$ 55 to the club

\$ 27.50 drawn by: John Elegant with Dave Schwerdt winning.

\$ 27.50 drawn by: Dave Schwerdt with Tom Paddock winning. Meeting adjourned by Stan Czerniak at 7:40



Several months ago, I suggested that members who would want to tell us all a little about themselves would have a welcome audience, and to date I have heard nothing from anyone with the sole exception of Dave Schwerdt, so here is a little about Dave .

Corvettes I have owned : C2 1967 Corvette Coupe 427/tri-power, C4 1985 , 4 +3 transmission, C4 1987 auto. Two tone White/Silver, C5 2001 roadster, auto.

I would like to own a C3 1977. I have looked at a few recently. I was introduced to WVCA by Julie Hughes, taking my hand to show how fun club membership can be. I have driven a corvette on and off since I've been 19 years old. Once you drive a corvette it gets in your blood, at least in mine.

My favorite drive & activity I have been on so far was going to have dinner at the Cowboy Dinner Tree. Super trip. I am Employed by Walter E. Nelson co. as an independent outside sales person. Paper & Packaging Products, Chemical sales, Laundry equipment & design department.

My hobbies include Fly Fishing, & Golf. I do these when I can. I'm looking forward to this year.

(Cont from page 1 Stan) Also, at this stage in my life as a very HAPPY RETIREE, I really like to play a lot and goof off!!!

In addition, I have vivid memories of the several years that I held nationwide office in the "North American Association of Superintendents and Wardens" as Treasurer and Vice President and believe me, those were very challenging roles and I was happy when I was promoted in my career and thus no longer eligible to hold office in this fine organization!!

But after much consideration and incessant encouragement, I agreed to seek this position and will do, to the best of my ability, whatever it takes to successfully manage the affairs of the WVCA and to help make this the best car club around!

To this end, I invite and will be open to considering your suggestions and even criticisms; I will always try to be fair to everyone, be accessible and will not be afraid to admit when I am wrong!

As worthy as these goals are, it is VERY IMPORTANT that we all understand that no President can do the job of running a successful car club by his/her self! Rather, this requires the support, help, and assistance of the membership! To this end, the WVCA has always had members who were willing to step up to the plate to help with whatever was needed to further the club's goals!

For this, I am blessed and thankful and confident that our wonderful car club will continue to prosper not only for the coming year, but far in to the future!!!

At this time, it is perhaps appropriate to remind ourselves why we have a CORVETTE CLUB in the first place and to work together to COLLECTIVELY increase the scope and number of Corvette related activities with the goal of making membership in the WVCA fun and enriching for every single member!!!

In closing this month's message, I think it is important to note that 2019 will undoubtedly be the most exciting year that the CORVETTE WORLD has ever experienced! By all accounts this should be the year that we finally get to see and learn about (and hopefully get to own, for those who want one) the much-anticipated mid-engine CORVETTE!!! In future meetings, information about the mid-engine corvette will be regularly provided!

But regardless of how exciting the mid-engine corvette will be, we must also continue to embrace, remember, enjoy and appreciate all the other Corvette generations! Corvettes will always be fun to own, drive and care for and have so richly brought us so much joy and have led us to where we are today!!!

Best Regards To all WVCA Members.

Stan W. Czerniak

(Cont from page 1 Kent) think about regarding the inner workings of GM, and I gotta say it made me excited about the direction GM is taking. I remember the dark ages of GM performance in the late 70's, the HP resurgence of the 90's, and have thought for years it just can't get any better than it is now, and guess what? It's about to get a whole bunch better!!!

Work is progressing on Corvettes at the Carousel II, Glass in the Grass, and we will debut a 30 second Commercial soon that we can flood Facebook with, and even have it as an app on yer darn smartphone so you can show it to folks at a moment's notice. In the works also, is a new logo for the event, and some T-shirt designs that you won't be able to live without.

We have a new Activity Committee chair this year, and wait until you see what this guy has in store. If you haven't met Shane Massey and his wife Andrea yet, I suggest you do so. The first meeting is being scheduled and will offer an opportunity to fill out 2019 with an abundance of events to choose from. If you have an event you think we should participate in give Shane a call and get it on the agenda. I can tell you he has in mind weekday stuff, weekend stuff, overnight stuff, cruises, rallying, driving instruction, factory presentations, parades, races, costumed weirdness, I may be speaking out of turn. But stay tuned. You want things to do? Shane has you covered big time!

2019 promises to be a banner year for our association. Membership is up, Corvettes at the Carousel II puts us on the map in a big way, and most importantly the spirit that drives a successful group has returned over the last year. I've said it before and it's still true today; there is something about owning and driving a Corvette that goes deeper than what an ordinary car can generate. We meet another member of the Zora faithful and immediately have a friend for life.

So embrace the new year and lets have the most productive year WVCA has ever seen. I've set some goals for myself, and those are to double the attendance of our little party at Riverfront Park, and to increase our membership by 20%. Oh yeah, and as some of you have heard, to get my poor broken baby back on the road. I can only afford one car (barely) and I've chosen that car to be a C5. Time spent driving is just driving if it's not in a Corvette, so I'm looking forward to that day again.

Hang on kids, this year will be the best yet!! Join a committee, volunteer for something. Have fun!!!!

Kent



The Jacket Wars: 1973-2018

By: Paul Ennor

Here I sit at my computer on New Year's Eve reflecting on the events of 2018, WVCA's 50th anniversary year. And at the same time wondering what subjects I should write about in 2019

to help fill column inches in the Glass Sass. I sort of shot my wad so to speak in 2018 as I fairly much emptied the contents of the WVCA section of my old brain's memory bank onto paper to celebrate our golden anniversary year. It's sure hard work digging into old memories searching for interesting stuff, but wait! I think I found something:

This will be old news to members who have been in the club for a few decades, but it might be interesting to newer members. So, let me delve into the story of the WVCA jacket. It's a story I'm calling "The Jacket Wars", because we haven't arrived at our current design without considerable discord and controversy over a 45-year period.

From 1968 until 1973 the WVCA jacket was a rust-brown color with a dark yellow embroidered patch sewn on the back. Refer to the jacket in the center of the picture. To even acquire that patch you had to prove to the Salem Emblem shop that you were a member in good standing of WVCA and fork over a fairly large sum of cash and wait until they got around to hand stitching the patch for you. It could take weeks sometimes. Then you needed to buy your own brown jacket from Pacific Trail and sew the patch on yourself or find someone handy with a sewing machine to do it for you. Every club member of the era wore that jacket with pride. It was our uniform and we were proud of it. Nobody ever dreamt of suggesting that it be changed until 1973 when Pacific Trail quit making the particular brown jacket that we used.

That initiated the first skirmish in the Jacket wars. New members (like me) could still buy the patch but we couldn't buy the club approved jacket. That's why my original jacket is a Dark brown

windbreaker. It just didn't match everyone else's and didn't look right when we were out in a group. A member suggested that he never liked that yellow patch anyway and the Corvette logo had nothing to do with the Willamette Valley and he'd always thought that the patch should represent the place we lived when we traveled out of State, something that was happening back then. Another member sketched out the design you see in the picture on the left. The only discussion revolved around jacket color. Since no two browns were the same and there seemed to be no guarantee that companies wouldn't discontinue brown entirely in the future the club settled on white, because; first it really stuck out in a crowd of other club jackets that were mostly blue or black at the time. And two, it was assumed that basic white was a color that would always be available from some source. The Salem Emblem shop was chosen to continue hand sewing our patches. This was the ere before computerized machines and if you look closely every one of those second-generation patches has subtle variation. To satisfy older members who objected to losing the yellow

patch, a silk-screened breast patch of the original patch was authorized and printed that could be sewn on the front of the jacket as an option.

Sometime in the 80's both technology and member tastes changed. A committee was formed to look into revising the jacket a third time. One member pushed hard for a red jacket. Some others wanted blue, yet others wanted any color

they chose. The second skirmish in the jacket war was getting ugly and it looked like the club could evet split over the issue. Finally, after weeks of heated debate it was decided that white would continue to be the official jacket color but three Corvettes representing the three generations of the time were to be added to the patch. Boy, talk about fights, what exact years and colors would be used. When the smoke of battle cleared a red 1960, Yellow '67, and blue '82 were parked in front of Mt. Hood and the Willamette river was removed.

The design was digitized and would be used to embroider the patch directly to a white jacket. At least new members would no longer have to learn to sew their own patch on any white jacket. (cont page 7)





MidEngineCorvetteForum.com

renderings by fvs

Mid Engine Monthly Update # 3: Arguments For/Against The C8 Reveal's Location/Time



Rumors about the 2020 mid engine (ME) Corvette C8 reveal have so far included: last August's year's Pebble Beach Concours, then October's Petit LeMans C7.R Race, then SEMA, then the Los Angeles Auto Show. These "predictions" were based on a very extensive pre-C7-reveal "tease" process that GM followed for the eventual 1.13.13 reveal of the C7 at NAIAS in Detroit. If you want to learn or re-live how that process unfolded, for perhaps it could be similar for the C8's reveal — though clearly in a later time period.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/115-the-me's-pre-reveal-orchestrated-tease-progress>

What if the mid engine C8 were to follow a very similar process, but be very time delayed. Or instead, might GM follow the Ford GT's, 2016 total-surprise, reveal process at next month's NAIAS? What are the arguments for a surprise reveal at Detroit literally those couple of weeks from now? 1) GM's headquarters Renaissance building is literally blocks away; 2) Detroit is the home of the "Big 3"; 3) The C5, C6 and C7 were all revealed in Detroit; and 4th) many Corvette folks are excited, want to see it soonest-possible.

However, NAIAS instead will be a major disappointment, with no reveal of the 2020 ME, based on a GM comment, that *nothing will be revealed At NAIAS; that GM is not even using its allotted 30 minute OEM press conference time there* (though revealing there the CT6, 3-row SUV the night before).

If not NAIAS, what follows Detroit as a potential C8 reveal location? The Chicago Auto Show starts on February 9th, Geneva Show on March 9th, and the New York Auto Show in mid-April. Or, could GM "go contrary" and reveal the ME at the mid-January Barrett Jackson Auto Show? While tons of national TV, the GM insiders I have talked with, have been adamant that GM will use a venue to reveal the C8 that is *100% GM controlled*.

Is Chicago a big enough show to reveal the 2020 mid engine Corvette? Highly unlikely, for it is too small a show; but might they bring there, to tease us by having there a couple nine (9) GM mid engine prototypes (mostly Corvettes) that GM has shown us over the last six decades? Here's highlights of the history of those ME prototypes (posts #'s 1 & 2).

<https://www.midenginecorvetteforum.com/forum/main-forum/15-9-mid-engine-corvette-prototypes-that-never-made-it-to-production>

Speaking of those, I am hearing that at the ME's reveal, perhaps also on the stage, GM might have two of those ME's, showing the ME Corvette is part of Corvette lineage.

Most expect around 500 HP for the C8 entry 2020 motor, with a similar TQ, but for it to have a new name, e.g., not be an LT1, but maybe an "LT2" — for while it will be an advanced version of the LT1, it be modified to reflect GM's engine enhancements learned in the six years since it was introduced — though be heavily LT1 based. Might just the motor be revealed at Chicago – as GM revealed the C7's motor prior to the car itself?

So if not the Chicago Auto Show for the 2020 C8 itself, what about Geneva or the New York Auto Shows? The Geneva Auto show is the world's most prestigious one. We remember the 2017 Grand Sport being revealed there, and last year, the Ferrari Pista. GM chose the U.A.E. to reveal the ZR1 last November, so maybe? However, most believe that this time GM will **not** go international for the C8's initial reveal, and that **the mid-April New York Auto Show is where we would first see it.**

Does the historical January 17, 1953 New York City Corvette Motorama reveal add to the sentiment of a NYC 2020 ME debut? BTW, I checked the Waldorf Astoria, site of the '53 Motorama, but it is closed for a massive remodel until 2021; however, could GM rent the Javitz Conference Center, the site of the NYAS, before the show starts, for a mega-location, private invitation reveal? And lest we forget, the New York Auto Show is the largest auto show in the country -- about 115 days from now.

Or how about a total outlier, have the 2020 ME Corvette's reveal be the night before the May 26th Indy 500 , for it is very probable that the 2020 Corvette will be the race's PACE CAR...

I can always be reached via my forum name "John" at www.MidEngineCorvetteForum.com
Thank you very much for reading. John Elegant

(Continued from page 4) My mind gets fuzzy as things moved on to the tan jacket somewhere in the early 90's. A few members never cared for white. Even though it really made our group stand out at Corvette function where other clubs were in attendance. The argument was that it got dirty too easy and was difficult to keep white. Once again, the jacket color fight was on. The "red guy" was back and virtually shouted down. Things were getting ugly and all over a simple piece of clothing that was supposed to be our uniform and represent our unity as a club. Finally, the club voted to adopt a tan (i.e. dirt color) as the official club jacket and keep the emblem unchanged. "Can't get tan dirty", was the compromise solution. And there it sat. The war was over I thought. I took decades but the uniform jacket issue was settled once and for all!

But nope, I was wrong! In 2017/18 the jack war raised up again. Once again garment color was the reason. Another suggestion, another committee, another decision point. The club adopted a dark blue jacket AND messed around with the patch design for the first time since the early 80's. This time changing just the color of the lettering to yellow from black. And the do-your-own color group finally won the war. Now the club voted to let members sew the official back patch on any color they desired. So here we are in 2019. Go buy whatever color jacket you want. And as far as the club is concerned use your older jackets too if you want. When we gather together with other clubs we don't stand out as a unique group anymore.

The jacket wars are over! I hope, because I'm done. I've spent hundreds of dollars on club jackets over four decades. I'll use one of my several older jackets. I'm not buying anymore jackets.

Paul

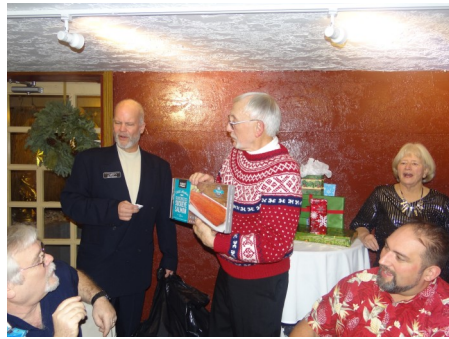
Thanks to Julie we have some nice views of the Festival of Lights in Keizer which was preceded by a nice Mexican Dinner. The weather was iffy, but top down all the way was possible if you chose to do so. The tour has some really fantastic displays which most likely took days, if not weeks for some of them, to put up, and now they get to take them all down for the year!! Glad they did it for us though!

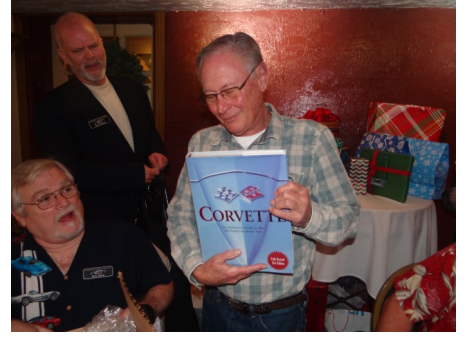


The 2018 Christmas party was held at Annette's in West Salem and from all accounts was great fun! Toys were donated as usual and the Club picked up half of the dinner cost and the gratuity . So Merry Christmas to all who were able to attend! Thanks go out to those members who worked to make it fun and a success. Shane and Andrea came up with cool decorations to make it more festive as well.











JANUARY 2019

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



2019 Standing Committees

Carousel II Glass in the Grass Car Show

June 22nd 2019

**Kent Muhle (Chair) Dan and Jennifer Anderson Lucky King
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

Activities

**Kent Muhle (chair) Stan Czerniak Shelly Paddock Ken and Vikki Arck
John Elegant**

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

**Place
Stamp
Here**

