



CORVETTES
Salem, Oregon



GLASS SASS

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JULY 2020



**President
Stan Czerniak**

One of the most fun and fulfilling things that I like about the Willamette Valley Corvette Association is having the opportunity to talk to members about their memories of past events and about their experiences with some of the CORVETTES that they have owned!

Unfortunately, with the CORVID-19 quarantine/social distance restrictions, we have not had much opportunity to do this for the past 4 months. But we can still share these types of experiences and memories in our monthly GLASS SASS-NEWS LETTER, on our WVCA FACEBOOK PAGE, or on our dedicated e-mail address: all-wvca@willamettevalleycorvettes.com.

All of us have some history with CORVETTES and we share our passions for these magnificent GLASS CARS! It follows then that we all have stories, experiences and memories, good and bad related to our CORVETTE ownership! It would be interesting to most of us and even sometimes helpful to share these stories/experiences, such as the very entertaining history of Buzz's car ownership, that he recently shared, by email, with all WVCA members!

And, somewhat similar to Buzz's personal CAR OWNERSHIP HISTORY, I would like to share a little bit about the 50-year love affair/relationship that I have had with America's true sports car, the CORVETTE! (Continued on page 4)

And, in addition, I will mention some of the other cars that I have owned, although I won't be as thorough as Buzz, because I have had more than 60 cars and trucks and some were not really worth mentioning! In this installment, I am only going to cover the 4 C3 CORVETTES that I have owned!

In 1967 I returned home from two tours of duty in the Republic of Viet Nam, at the end of a three-year enlistment in the United States Army! Upon returning to civilian life, one of the very first things that I did was to purchase a two year old 1965 Mustang Coupe that had a 289 cu in engine, a 4-speed manual transmission, a radio, and not much else by way of options. Fortunately, I was able to pay \$1500 cash for this car, from the combat and hazardous duty pay that I had saved up. And I still had about \$700 left to enroll in College. My first interest in the CORVETTE occurred shortly after this purchase when I was passed on the road, coming home from class, by a C2 red CORVETTE roadster with its top down! I recognized the driver as a friend from high school and not only was I envious of him for having such a cool car, but I could not take my eyes off from that incredible car!!!

As fate may have it, a few weeks later, I was talking to a friend, who was also a Viet Nam veteran (we had a small Veteran's Club on campus) and he told me that he had just bought a three year old C2 CORVETTE. Upon seeing my interest in his car, he offered to give me a ride, which I naturally readily accepted.

To say that was the most exciting ride, up to that point in my life, that I ever had in an automobile, would have been a great understatement! To this day, I am surprised that we were not arrested or at least stopped during that wild ride! The one thing I took away from that ride was that I developed a burning desire to get a CORVETTE of my own! Simply stated I HAD TO HAVE ONE!!! (continued on page 3)

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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 2020

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All Corvettes produced from 1953-62 were convertibles. Then the C2 Corvette debuted in 1963 with two body styles, a convertible and a coupe with the famous split rear window. It was popular. Of the 21,513 Corvettes built that year, 10,594 were split-window coupes.

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

Members Present: 15 dial ins, 21-ish total

Birthdays:

6 – Dan Anderson

11 – Ken Marshal

Minutes Report: No objections to last month's minutes.

Treasurer's Report: Kelly Smothers

Amount in Checking: \$4,389.88

Amount in Savings: \$10,609.98

Amount in Petty Cash: \$141.00

Total All Accounts: \$15,140.86

No Objections – So Adopted

President's Report: Stan Czerniak

Stan and Shane met with Capitol Chevrolet regarding sponsoring the association again for the car show in 2021. The sponsorship amount is yet to be determined. Capitol Chevrolet asked for a benefit plan. Shane is putting one together.

Any club meetings held at Capitol Chevrolet in the near future will be limited to 25 people. Powerland is similarly limited in space.

The next cars and coffee at Capitol Chevrolet will be Saturday, **August 15**, from 10am to 12 noon, and Saturday, **September 26**, 10am to 12 noon. Limited to less than 100 people.

Tentative jacket night **August 12** at the Fort Hill Public House.

Portland Cars and Coffee is now going to be held at 21650 SW Langer Farm Pkwy in Sherwood from 8am – 11am every **Saturday**.

Stayton Summerfest Car Show, Saturday, **25 July**, 9am – 3pm, <https://>

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

JULY 2ND 2020

www.stros.biz/

car_event_summerfest.asp

**** July 11** - Ghost Tour day cruise
TENTATIVE

**** August 8-9** - **Cowboy Dinner**
cruise, with overnight stay in La Pine at the Best Western.

If you are interested in signing up for events or committees you can also email Shane Massey.

vp@willamettevalleycorvettes.com

September 8-9 - Corvettes on the Columbia – Go/No Go Date is 31 August

September 12 - President's Mystery Cruise

Salem Auto Club Council (SACC)

Notes from Wayne:

The Antique Museum (Powerland Heritage Park in Brooks) is looking to partner with car clubs and is offering a membership price of \$200 for the first year and \$100 for each additional year. This site could potentially host a car show, or even a club meeting. Benefits include use of the meeting space for club meetings, use of the grounds for one annual car show or a cars and coffee event, and marketing space for the association and club events.

Bowling Green Update:

Nothing significant to report. Stan is still stalking them and his new C8.

Tech Time:

Updates from Andrea and Kelly Smothers on their progress with their C7 and C3 projects.

No New Business

The meeting was adjourned at 7:15

But, being in my first year of college and only working part time, I was no where able to afford to buy a CORVETTE. But less than 2 years later, I got a full-time job as a Correctional Officer, with free room and board (not as an inmate, I would like to clarify), while also maintaining a full academic load in College! So, in my Junior year, I fell in love with a slightly used 1969 (orange with a white interior) Firebird 400 convertible, with a white top! The car was beautiful, so I traded in my Mustang and bought it! But it wasn't very long that I realized I had bought the wrong car! The three things I didn't like about it were 1) that it was an automatic and 2) with a heavy 400 cu inch engine and a very short deck, the car had terrible traction, especially in the rain or snow and 3) It was not a CORVETTE! And that was what I really wanted ever since my first ride in one 3 years earlier!

To make matters even worse, a good friend of mine, at work, bought a beautiful red 1969 CORVETTE coupe and I saw it nearly every day! Every time I saw it, I was strongly tempted to buy one for myself!

So, in January 1970, just six months after buying the Firebird 400, I gave in and lost my shirt and traded it in on a 1969 red CORVETTE roadster! The car was stripped down with a 350 hp, 350 cu in engine, 4 speed manual transmission, radio and not much else equipment, but oh how that beautiful Stingray could move! I had to really stretch financially to afford the \$5000+ cost, but boy did I ever think that I was something, owning one of only three CORVETTES on campus! The fact that my girlfriend thought it looked like a frog, did not dampen my enthusiasm for this car! Clearly, her taste in cars was far different from mine!

In the 2 years that I had this car, my scariest moment was when I took it on an unfinished section of expressway, between Dekalb and Aurora, Illinois to see how fast it could go, During this very dangerous "RUN" I rapidly accelerated until the speedometer was "buried" at 160 mph! At that speed, my CORVETTE was not only lifting off the ground, but it was shaking worse than I was! So, I slowed way down and got off at the next exit! I never went that fast in it again! Although, I admit that I have gone plenty fast, a time or two since then, in other cars!!!

The only "real" incident that I had with this car occurred in Janesville, Wisconsin, where on a several thousand-mile trip, someone put a 3-inch knife cut in my convertible top. Fortunately, he gave up trying to get into my car before doing more damage. Needless to say, I was not incredibly happy about this part of the trip!

Two years later I decided it was time to buy a house, but the only problem was that I did not have enough money to come up with a down payment. So that problem was solved by very reluctantly, and sadly, selling my CORVETTE to a friend, who was also a car salesman! After the car was his, he tried to make me feel better, by always referring to my former CORVETTE as "OUR CORVETTE"! SOMEHOW THAT DID NOT MAKE

ME FEEL ANY BETTER and I knew that someday there would be more CORVETTES in my future!!!! After selling the CORVETTE, I bought a 1970 Camaro that was not all that exciting!!

Well, about a year after buying the house, I could not get my mind off from not having a CORVETTE! Every time I saw one, I had to stop and look at it! So, one day while driving by a used car dealer, I spotted a 1970 gold coupe, automatic with low miles! So admittedly, even though I really did not want an automatic, on an impulse, I bought it and traded in the Camaro!

The 1970 CORVETTE was really nice, but I missed the fun of driving a manual transmission, so after 6 months of ownership, I again lost my shirt and traded it in for a 1972 LT-1 CORVETTE yellow coupe! My LT-1 had solid lifters and needed a complete tune-up every 6 months, but soon became my favorite car until, one night when I was run off the road, by what appeared to be a drunk driver! I hit a shallow ditch hard enough to tear up the front suspension, but no body damage! It took several weeks to get it repaired and I was one happy young man when I finally drove it home!

Unfortunately, my string of bad luck with this car reared its ugly head again several weeks later while parked at a grocery store! As I still do, I parked my CORVETTE far away from everyone and went inside the store. When I finished shopping, I approached my car and noticed what looked like a dark shadow on the front left fender. As I got closer, I could see that this entire fender was caved in! My first reaction was to look for a note from the person who had apparently backed into my car and of course there was none! I then experienced three emotions in rapid succession: SHOCK, ANGER and the SADNESS!

So, it was off to the body shop and after it was repaired, I sold it. And before buying another CORVETTE 3 years later, I owned several cars to include: a Fiat 124 Spyder convertible, Dodge Charger, Grand Prix, Ford Torino, Toyota Celica and the worst car ever made, a MG Midget (probably like the one that Buzz had)!

Sadly, none of these cars were much fun and so I ordered a 1977 CORVETTE, which by that time were no longer being called "Stingray" and whose horsepower was rated at measly 190 hp. So even though the car looked mean and handled well, it was really a 'dog'!!! To make matters worse, this car had chronic carburetor problems that the dealer could never fix completely! So after about a year I sold it and bought a Chevy Monza, followed eventually of a bunch of other cars and trucks that were never as fun as my early CORVETTES! Several years later, I once again re-entered the CORVETTE world! But that is another story for another time!!!

Hope you are all staying healthy and able to get out and exercise your GLASS TREASURES! Let's hear some of your CORVETTE stories!!!

Best Regards, Stan W Czerniak

My Corvette History Story

by Dan Motley



So, my first exposure to Corvettes was in 1957. I was 8, my brother, who was 20, had just come home from Korea and he had a '56 Bel Air with the 3-2 barrel set-up. I knew pretty much nothing about cars then, though I could tell

many years from one another and I knew it was fun to go fast. We lived on the West side of Mt. Tabor in Portland, so Hawthorne Boulevard was well know to us. Back then it was 2 lanes of traffic, with parking on both sides. He knew the fellows in the Corvette and they started to pass us while we were all headed East on Hawthorne at about 40th. Of course I couldn't have that, so I encouraged Gary to stomp on it, which he did, but the 'Vette went around us anyway. I expressed my surprised disappointment, and Gary told me the Corvette had 2 four-barrel carbs and was '57, thus it was bound to be faster.

My next exposure was in '65 and I worked at McDonald's in Milwaukie. The store had two managers; Mr. Nice was named Tom and his girlfriend had a Maroon '61 'Vette with a blower blocking a great deal of the windshield. Anyway, Tom drove the 'Vette one day and he offered me the chance to take it around the lot a few times, which I gladly accepted!! It loped and made for a pretty un-smooth ride at idle speed, so on the 3rd lap around the store I thought I should give it some gas. Not a mistake, but it jumped so far so fast I thought it was going to leave me in the parking lot!! I was duly impressed.

My senior year of high school, our some of our class was blessed to have Mr. Cruickshank; he was independently wealthy and had multiple cars, one of which was a dark green '67 'Vette roadster. Yes, with a 435 horsepower 427 and a 4-speed. White top and interior, but who cared? What mattered was that motor!! Some fellows got rides, some didn't; some got to drive, some didn't. I was one of the unfortunate ones, who got neither. One of the guys was an orphan whose parents had left him some property, which Mr. Cruickshank offered to buy from him. The classmate said he'd rather have a Corvette, so a deal was stuck for the teacher to get the property and the classmate got a yellow '67 Corvette roadster with the 435 horse 427 and a 4-speed. We were all duly impressed and almost wished we had been orphaned. Viet Nam interrupted many of my classmate's plans and the yellow 'Vette owner was drafted into jungle duty. I don't know what happened to the car, but my classmate came back with many mental issues.

Then, later in 1967, while working at a Regal gas station, my boss bought a '67 Marina Blue 427 roadster; yep,

another 435 horse 427 and 4-speed. They were getting to be terribly common it seemed... Never got to ride in that, but one of my best friends and high school classmate did, and he got the bug. The boss helped my friend pick out a Honduras Maroon '62 that was show quality. 327 engine, 340 horse - sounded good and sure was a flyer!! He lost the engine one night on the way to the beach; one doesn't take one's foot completely off the gas at 6,000 rpm in 3rd apparently. Connecting rods don't like that...

Fast forward to 2009. I had a collector type pick-up I needed to sell and a fellow with a triple black 2 owner '02 6-speed 'Vette needed my truck. I reasoned that the Corvette was more in demand than my truck, so we swapped. I must admit that the 'Vette was fully loaded and looked terrific, but I was not impressed with its performance. I still don't know what issues it had, but it just wasn't the tire fryer I anticipated. But, it did sell quickly and easily and I got the cash I needed. Good trade on my part, although I understand the fellow I traded with still has that truck!

Okay, I'm coming to the conclusion... Spring of 2019 I felt like I need something more fun than my 3/4 ton Chevy, and we had no plans for another cross-country trip with our trailer. So, the trailer went, the truck went, and I started looking for a 'fun' car. Looked at several (a Porsche I couldn't fit into; an Audi I didn't understand the engine in; a Pontiac G8 [same drivetrain as the Corvette], and others too numerous to string out here), but wound up thinking, "Maybe a Corvette". Recall that I wasn't impressed with the '02 I had traded for, so I thought about a '67 427/435; thought about it until I saw my first ad for one!! Who has THAT kind of \$\$\$?!? I thought. Well, perhaps a '62 - whoa!! No, apparently not! Lots of 'Vettes, and C5's seem to be some of the more affordable. And I like the body on C5's.

After settling on a C5 and looking in earnest for a couple of weeks, I lamented to Martha (my wife) that they're all so far away and unable to answer her question of, "Why aren't you looking locally?" That very day, on Craigslist, appears a '99 I could afford and reasonably close (Vancouver, WA). Called about it, got the VIN and ran the Carfax, successfully requested to view it before the weekend (when they were making appointments to see it), dashed to the bank for the cash, drove up, drove it, and drove her home!! 6-speed, Torch Red with black interior, all the bells, whistles, toys I wanted. Needed some minor paint work, a deep and heavy-duty cleaning, and some maintenance so I would know when the important stuff was done, and that was it!!

No reported accidents through 13 reported owners, approved of by my body/paint guy and mechanics, I call her "Red" and her birth date is Friday, June 26, 1999. She drives like a dream and would gobble up the black '02 for breakfast and still want lunch!!

Red had (and still has) under 44,000 miles on her when I found her! And, as The Beatles said, "And I love her."



Mid Engine Monthly Update: C8's Are Shipping Again

John Elegant

Over 1,200 C8's have been made since production resumed on May 26th. The plant is now producing at full one-shift capacity. Expectations, thanks to detailed calculations from Jeremy Welborn, are that by the end of this model year around November 1st, that there will be about 20,000, 2020 C8 Stingray's built.

Meanwhile in another exciting development, the short term "pause" on the development of future C8 models has ended, as witnessed by this picture of what is believed to be a 2022 model year Z06. At the link is a short video of its "drive by" and more information. Thanks to CorvetteBlogger for this picture! For those who have yet to subscribe (free) to the biggest and most accurate Corvette blog site everywhere, here a great daily "Corvette's of all generations" visitor to your email should you wish to subscribe: www.CorvetteBlogger.com More C8 Z06 pictures at the link.



<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/156317-video-center-mounted-exhaust-spied-on-c8-corvette-z06-prototypes>

Another article on the C8 Z06 — or is it the upcoming Z06/Z07 or the ZR1? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/155921-c8-z06-just-spotted-by-gm-authority>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/155921-c8-z06-just-spotted-by-gm-authority>

Meanwhile the C8 continues to win more major awards, most recently Top 10 Interior" from WardsAuto (Europe's most prestigious industrial evaluation firm that chooses its award recipients regard of price). BTW, earlier this year WardsAuto chose the C8's LT2 as one of its Top 10 motors: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/155576-c8-s-new-award-top-10-interior>

What is also coming during the rest of the 2020 model year? We expect we are going to see the 2020 hard top convertibles starting production probably the first week of this August — though some are even suggesting their production will start this July. Meanwhile why we have really good information that the single BGA shift is now at its full 11.6/hour production rate; and, we are also hearing from several sources that the second BGA shift will also be debuting this July.

Super nicely, especially if your 2020 order was not officially picked up and you missed this 2021 really good news, Tadge Juechter announced that there will not be a MSRP price increase for the 2021 models. They however gain Red Mist Metallic (losing Long Beach Red); RMM is best imagined as a cross between previous Corvette red's of Crystal Red Metallic and Magnetic Red Metallic II. Here's a thread to see the discussions on this new exciting dark candy apple red: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/139601-c8-s-2021-red-mist-tintcoat-metallic>

Blade Silver will be no longer next model year, replaced by Flare Silver Metallic. We have only seen one rendering of it yet, but here's a start: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/150166-c8-exterior-color-flare-silver>

Very exciting for some, you can next model year get mag ride without the Z51 option (option code FE2).

Critical C8 jacking info is in the Owners Manual. It is different from the C7's jacking points, and already one C8 was consequently wrongly lifted and crashed (destroyed) at one Chevy dealer and almost a second one crashed off the lift at another dealership. Why? Again because the wrongly used jacking locations and/or the lack of jacking pucks, so thanks to Jeremy Welborn for this critical thread.



<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/149845-unpopular-opinion-i-m-excited-about-moving-to-a-dct/page2#post156400>

Already some who were diehard manual only Corvette owners, are starting to change their tune once they have driven the C8. However, many who have yet to drive it are still manual only insisters. I wonder when most have driven a C8 whether 3/4's of the initial resisters have become converts. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/149845-unpopular-opinion-i-m-excited-about-moving-to-a-dct/page2#post156400>

Getting ready to move beyond daily driving in your C8 and explore launch control, performance driving modes and more? Thanks to Morgan Crosbie we have one video to help one in all three areas.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/156593-how-to-prepare-your-c8-corvette-for-the-track-launch-control-performance-driving>

Thanks for visiting here. As always you can reach me via a private message at www.MidEngineCorvetteForum.com. BTW, here's our C8. John

How To Switch Between Adaptive Cruise Control And Regular Cruise Control

BY JONATHAN LOPEZ — JUN 25, 2020

Digital driver assists abound these days, with a plethora of features on offer to make the experience behind the wheel easier, more comfortable, and safer. Some of these features even overlap in terms of functionality – for example, there's regular cruise control, and Adaptive Cruise Control, both of which can be equipped on modern GM vehicles. The question is – how do you switch between these two systems, and why would you use one over the other?



ACC Indicator



Regular Cruise Control Indicator

GMAUTHORITY.COM

First, to switch between Adaptive Cruise Control and regular cruise control, press and hold the disable cruise control button. A notification will appear in the Driver Information Display (DIC) indicating that the change was made.

The two systems will also display differently in the DIC when activated. When Adaptive Cruise Control is engaged, a green icon will appear in the instrument cluster with the following gap displayed. Conversely, when regular cruise control is engaged, a different green icon will be lit without the following gap.

The two systems will also display differently in the DIC when activated. When Adaptive Cruise Control is engaged, a green icon will appear in the instrument cluster with the following gap displayed. Conversely, when regular cruise control is engaged, a different green icon will be lit without the following gap.

So when is one system preferred over the other? As it turns out, Adaptive Cruise Control performance can be limited in certain scenarios, primarily when the front-facing camera used to gauge the distances between vehicles cannot function at optimal levels. These scenarios include:

- ◆ Winding and hilly roads
- ◆ When visibility is poor due to rain, snow, fog, dirt, insect residue, or dust
- ◆ When a foreign object obstructs the camera's view
- ◆ When the lead vehicle or oncoming traffic obstructs visibility, such as with road spray

Additionally, Adaptive Cruise Control may not work properly in the following scenarios:

- ◆ Vehicles in front of your vehicle have a rear aspect that is low, small, or irregular
- ◆ Vehicle in front is an empty truck or trailer that has no cargo in the bed
- ◆ Vehicle in front has cargo extending out from the rear
- ◆ Non-standard shaped vehicles in front, including vehicle transports, vehicles with a side car, or horse carriages
- ◆ Objects that are close to the front of your vehicle
- ◆ Vehicles in front upon which extremely heavy cargo is loaded in the cargo area or rear seat

With limitations like this, it starts to make sense that both systems would be equipped on the same vehicle. So which do you prefer? Make sure to subscribe to GM Authority for ongoing GM newscoverage.



WVCA SUMMERS OF OLD WAY BEFORE THE PANDEMIC

By: Paul Ennor

If you're a frequent reader of my monthly column you might remember that I have a habit of keeping a lot of old stuff. Among that stuff are dash plaques from events I attended decades ago. While sitting at my desk wondering what subjects might be worthy of mention for this July's Glass Sass a couple of old dash plaque displays caught my eye:

Late 1970's- early 80's

I won't elaborate on all of the individual events that the various dash plaques represent but there are a couple that seem noteworthy.

First of all, there's a Rose City event from August 1980. What makes that specific event interesting at this time is the fact that in May of 1980 Mount St. Helens erupted spewing volcanic ash all over the Pacific Northwest.

This was the disaster of the era and because of that disaster there were a bunch of Corvette clubs that decided to reschedule or cancel plans for their 1980 summer season. Rose City however saw an opportunity. They moved their event to mid-August and renamed it the "No Ash Bash". You may also notice that Willamette Valley put on a bunch of events during this period in the late 70's and early 80's. All of them branded as "Hell of a Weekend" followed by a roman numeral to indicate a sequential event in the series. I'm not sure why we didn't use the year instead but there must have been some reason.

Most of the events worthy of dash plaques way back in those days were Northwest Association of Corvette Clubs (NWACC) sanctioned events. As such they were required to each have an autocross a banquet and either a formal judged concours or rally. Back then there were always six NWACC events every summer put on by NWACC affiliated clubs somewhere from Vancouver BC south to Eugene. Most were in the Washington area though, so there was a lot of driving involved just getting to and from these events. I can remember driving to Vancouver BC, autocrossing all afternoon and driving home the same night. That's an 800-mile round trip with a border crossing in each direction.

Now realize, we were doing this in C1, C2 and C3 Corvettes. Some guys trailered their Vettes but most of us drove ours. These trips were done with no AC, just AM/FM radios if the radio worked at all and a CB to stay in touch with our group on the road. We were all young then and this seemed like a fun adventure to us single guys and gals in our twenties and thirties.

Summers of the late 1980's and 90's

As the decades changed so did the interests of our club members. The Corvette has always been the car of the baby boom generation. So, it was only natural that Corvette owners' interests began to change as we grew up. We got married and couples began starting families so of course mom, dad and kids didn't fit too well into a Corvette together. So, there were a lot of changes in the type of events that WVCA conducted in those years.

There weren't dash plaques for the family era events. WVCA participated in a lot of summer parades closer to home during these years so the kids could stay home or go to a sitter while mom and dad took the Vette to a parade.

Many WVCA members of this era bought an RV, pickup and/or boat but still made longer summer trips together usually with the whole family. In these years WVCA always planned a summer camp-out someplace usually close to a lake. Members still enjoyed each other's company while camping, boating or just sitting around a huge "white mans fire" in the evening telling jokes and stories of past adventures and of course downing quite a few beers in the process. The kids now getting older were often left to their own devices and did whatever kids do on camping trip. Everyone had great times at these annual campouts and lots of good stories are still told about these trips.

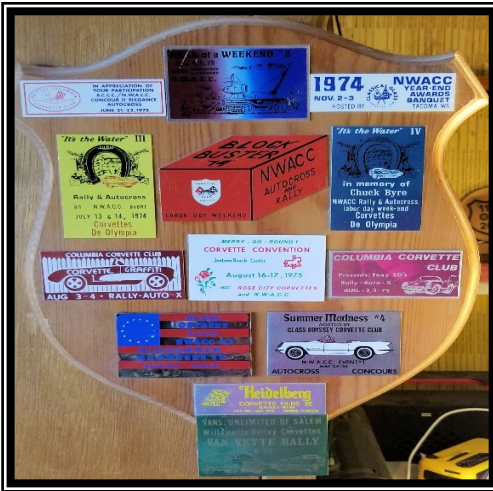
Then for about four or five years the annual sanctioned Club campout began to fade away. But because a few members missed the comradery, a small group who owned boats started renting a house boat together on Lake Shasta for a week each July. Their kids were getting into their teens by this time and they always accompanied their parents on this week long non-Corvette vacation. The kids would setup tents on the roof of the house boat while their parents shared the 15-person main deck. There were always ski boats tied to the house boat and water fun was the order of the week. Once again, lots of beer was consumed.

Again there are plenty of stories from these trips. I won't even try to write them down here. But the story about "the big frickin' bear" has grown along with the size of the bear with each telling. There are so many tall tales from the house boat trips and so little room here. Buy me a beer and I'll share a few for you in person.

The Twenty-first Century

Things would never be the same as the calendar flipped over somewhere in the late 1990's. The feeling of a century doesn't start right on cue by calendar dates. Corvette decades coincide more with Corvette generations.

By 1997 the more modern C5 Corvette arrived. This seems to mark a seismic change in the type of people who owned Corvettes too. Before the C5, driving a Corvette meant sort of roughing it. Even with a top up or roof panel



(S) on summer meant you were open to the elements in some fashion. Winter was worse of course and often somewhat wetter inside the Corvette's cabin. If your Vette had AC it might work or it might not. Summer was Corvette season, that's when driving a Corvette was most enjoyable. Top down/off with the wind in what was left of our aging hair it was just fun. But with the C5, C6, C7, C8's it's so different.

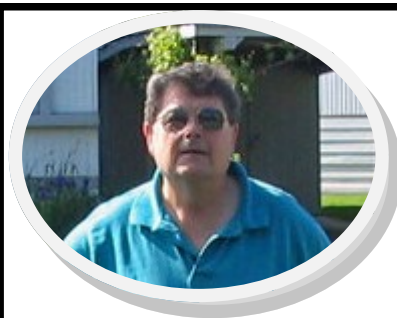
While the Corvette still has a special feel. It somehow just isn't the same. Today when you get in a newer Corvette you know you'll get where you want to go safely and reliably in complete climate-controlled comfort guided by the in-dash GPS. Gone are the days when you had to be sure you had a map, some tools and a few spare parts before you left home. And it's probably just as well because most of us (but not all) are



still of the baby boomer generation, getting older and not able to crawl under the hood alongside the road to fix anything mechanical at all anymore. Enough said about that, OK?

Twenty First Century Corvetters now seem to be more interested in huge car shows without formal judging but with lawn chairs and blankets spread out on a grassy field someplace as close to rest rooms and concessions as possible. And that's OK. I'm there with you with one exception. I still love my C3 Corvette but while I now leave my tools and spare parts at home, I do make sure my AAA membership is paid-up and I have my card and cell phone with me before I leave home.

Have a safe and enjoyable summer. Like they say on TV almost hourly, "We're all in this together".



Willamette Valley Corvette Association Friends

Dan Motley here. You may have seen my requests for assistance with roof

panels for certain Corvettes for a project of mine. I'm very pleased to announce that the project is virtually complete and I am now making wall-mounted roof panel storage racks for C4, C5, C6, C7, and C8 cars. If you have two or more roof panels for your car and it's one of these model Corvettes, I hope you will continue reading! This project could not have been completed without the cooperative assistance of fellow WVCA members Tom & Shelly Paddock, Brent & Trezure Anderson, and Andrew Casey, as well as Capital City Corvettes member Doug Brenizer. These folks provided roof panels for me so I could determine bracket dimensions and where storage bracket should contact a roof panel to provide safe & secure support without damage. A special "Thank You!!" goes to them.

As a 'thank you' to WVCA members, I am offering a roof storage bracket for your car for \$45 each. These are available on the internet for \$70 to \$85, depending on which model Corvette they fit and what is supplied with the rack.

Many thanks to you all for welcoming me into the Association and I'm hoping this project will positively benefit the group. If you're interested in a storage rack, please e-mail me at danmotley@yahoo.com or call me at 503.751.1543.

2020 Standing Committees

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

TBA (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
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Activities

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

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Place
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