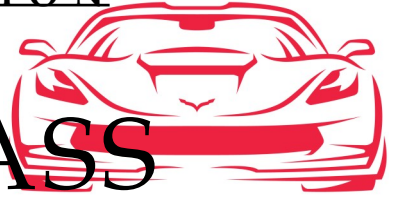




CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 41, ISSUE 6

JUNE 2019

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**President
Stan Czerniak**

Once again, we had a really good turn out at last night's general monthly membership's meeting and it was so nice to see the fun and comradery in evidence, within this group! Without question, the WVCA members are fun to be around and regardless of how different we may be as individuals, when we gather together with our CORVETTES, we suddenly share a strong commonality that is self-evident and almost contagious! And yes, we are, in many ways different than most other car owners, and that is not to say that we are any better than anyone else. But it can't be denied that, in the main, we take better care of our cars, inside and out and have more FUN with our cars than most car owners do!!!

By now, all of us should have had our beloved CORVETTES out of storage and back out on the road so that they can be enjoyed, as that is clearly what they were made for! They certainly are not practical, utilitarian, or even particularly comfortable ways to get around. But If you are like me, something really, almost magical happens when I get behind the wheel of my COVETTE, fire it up and cruise/thunder down the road! When I am in my CORVETTE, even going to the grocery store can be an adventure! (continued on page 4)



**Vice President
Kent Muhle**

It's hard to believe, but as I write this we are only 2 weeks away from Corvettes at the Carousel II, Glass on the Grass. I alternate between panic and excitement as I try to keep up with the 10,001 (or more) details that need attending to. I've been waking up at 2 or 3 in the morning in a cold sweat playing the whole thing over and over in my head to make sure we haven't left anything out.

Being our second year at this, we have a chance to correct the few areas we fell short on last year, the biggest being parking efficiency. I mentioned it at the last general meeting, but we desperately need all hands on deck for parking patrol.

Ben Fish is in charge (thanks Ben), and if you check in with him when you arrive (real early, like 7 or so right?) he will set you up. If you can be friendly and know a C1 from a C2 etc. you can help!

Speaking of help, I'd like to take a minute to thank the entire show committee for all their hard work. Unfortunately my health has prevented me from being as involved this year as I'd like and I've missed a few meetings as well, but Stan and Annie have kept me up to date and picked up the slack.

At the last general meeting we voted to put this big old show on every other year starting in 2021, and combine forces with either the High Desert show or the big show in Eugene that hold their events on the even number years. I think this will be really good for us for a couple of reasons. One is I'm tired. Another is that I think we'll ALL get tired after awhile. (Continued on page 7)

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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Always remember that you're unique. Just like everyone else.

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

JUNE 6TH 2019

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

Members present: 42

Guests- Rick & Cornelia Pittman- 96 Black Rose Coupe, Terry Roach- 98 Nassau Blue Roadster and Al Becker & Grandson- C4

New Members: Steve & Cindy Tuttle (former WVCA members), Kelly & Andrea Smothers and Bill Selman approved unanimously by all present.

Birthdays: Wayne Kreger 6th, Maryann Burgess 15th, Steve Halvorsen 17th, Ken Kafka and Don Chandler 21st, Don Shiarla 24th, and Tim Walsh 27th

Minutes Report: Tom Paddock

Changes to previous minutes: New members Joe & Pat Peters approved unanimously by all present at May meeting

Motion to accept as published by: Kent Muhle

Motion seconded by: Paul Ennor

Vote by membership: unanimous

Treasurers Report: Sandra Stark by Stan Czerniak

Amount in Checking:\$12,584.14

Amount in Savings: \$ 3,209.11

Amount Petty Cash: \$ 11.00

Total All Accounts: \$15,804.25

Motion to accept presented by: Wayne Kreger

Motion seconded by: Lucky King

Vote by membership: unanimous

President Stan Czerniak lead a moment of silence for all the soldiers that sacrificed so bravely on D-Day June 6th 1944, the 75th anniversary being today.

General Motors/ Mid Engine Corvette update: John Elegant

John Elegant reported that the C7 is officially ending with the final production ordering date deadlines being announced by GM. There are still allocations available at some dealers and members that are interested in getting a C7 and can't find allocation should contact John for optional dealer contacts. The C7 is still a great car with 21 awards at the introduction, a record in the automotive industry.

John also mentioned the C8 reveal, and that he would provide necessary information for websites to be able to see the reveal from a local viewing event. John will be attending the reveal, but there was interest in a gathering.

A Potluck was suggested replacing Jacket Night on the 17th , and Buzz Blogg is willing to host at his home with more information at the July meeting.

07.18.19 is getting close and new details are coming out all the time. For the most current information available be sure to register over at MidEngineCorvetteForum.com , which is moderated by John.

Activities Report: Kent Muhle

The WVCA Glass on the Grass Cruise In is coming up very quickly on the 22nd and so far there are over 90 preregistrations and 70 of the 103 shirts have sold so far. Roger Burgess reported that there are 17 vendors, which include a variety of food trucks that other members commented that they have never attended another show with this amount of vendor support. Sherry Chandler brought two beautiful baskets for the raffle, and Kent mentioned that items are still needed and to contact Ken and Sandra Kafka or Kent Muhle via email with details. Shirts and hats are still available but going fast and members were encouraged to buy early or possibly miss out.

Kent mentioned that there is still a need for volunteers for the evening before for setup and painting the parking stripes on the grass meeting at 6:30 at the park. Then in the morning there will be setup starting at 6:00am with help needed with setting up the tents and the displays for the raffles and registrations. This is an important event for our club and we will need to get as much help as possible.

Kent mentioned that maybe WVCA should do the Cruise In every other year to help avoid burnout by the committee members and Stan Czerniak also mentioned that WVCA could support other clubs events, High Desert and Cascade Corvettes, which do their shows every other year. We could also concentrate club efforts on our popular Cars and Coffee events which will hopefully be as well attended as the inaugural event and require less time resources to administer. Stan asked for a motion and Wayne Kreger made the motion that was seconded by Lucky King. After a very brief discussion, the motion was unanimously passed by all members in attendance.

Buzz Blogg asked all the committee members stand and be recognized for their hard work and time spent over the last 2 years making these events happen.

Buzz Blogg was then recognized by Kent Muhle for all his hard work and incredible skills that he always brings to projects, and his willing acceptance when asked to do anything.. WVCA is lucky to have him as a member

Activities Committee- Shane Massey

Shane gave some quick details about some upcoming events but the big topic this is the Glass on the Grass. Once that event is past we can concentrate on doing some drives.

Upcoming Activities:

- June 15th- The Grande Ronde Car Show.
- June 15th- Bridge City Corvette Club Cruise In 9:00am to 2:30pm gates open at 7:30am at the Milwaukie Elks Lodge, 13121 SE McLoughlin Blvd, Milwaukie Oregon
- June 19th Wednesday 6:30pm Jacket Night- Hosted Shane and Andrea Massey at the Mt Angel Sausage Company, 105 S Garfield St, Mt Angel OR 97362. Meet at Harbor Freight Parking lot at 5:45 leaving at 6:00pm, or see you there.
- June 22nd- WVCA Glass on the Grass at Salem's Riverfront Park by the carousel. Gates open at for setup 6:00am, towels down at 10:00am and awards presentation at 3:00pm.
- June 29th Bowtie Bash in Longview Washington
- July 12th- 14th- Southern Oregon Corvettes show in Grants Pass
- July 13th- Timberlane Corvette Club show in Roseburg
- July 17th- Vette Fest in Boise Idaho
- July 27th- Capitol Chevrolet Cars and Coffee- the second C&C event hopes to be better than the first one.
- August 10th- Hillsboro Airport Salute to Veterans Cruise in
- September 28th- Capitol Chevrolet Cars and Coffee 3rd event
- Every 1st and 3rd Wednesday- A&W 1215 W Washington St, Stayton Oregon Starts at 5:00pm usually around 120 cars attend so be early for best parking. Good music and A&W food too.

SACC update- Wayne Kreger

Many of the items Wayne was going to discuss were already talked about during the activities report, but he did mention that there are some charity events coming up please support where you can. Wayne also talked about the success of the Iris Festival showing and the three kids that carried the WVCA banner and tossed candy to the children along the nearly 2 mile long parade route, Tom Paddocks Grandkids Peyton and Colten Lindsey along with their friend Macen Rosa. Wayne mentioned WVCA possibly giving a token of appreciation for their participation and will check into options. Lucky King made a motion to spend \$25 and was seconded by Kent Muhle, with a unanimous vote by those in attendance. The event is a lot of fun and Tom Paddock mentioned that cars are typically viewed from 30 feet away, a very forgiving distance. Kent Muhle also mentioned that all anybody sees is beautiful Corvettes.

(Continued from cover page) I will admit that during most of my CORVETTE journeys, in the back of my mind, I am often thinking about finding a safe place to park my “pride and joy”, when I get to my destination! There is no doubt in my mind, that most car owners don’t worry too much about that! But it is this “PRIDE” that adds to the excitement and joy of being a CORVETTE owner! And when these feelings and emotions are shared with other CORVETTE owners, that joy and pride is magnified many times over! That, my friends, is part of the reason that we gather together to have this thing that we call the WILLAMETTE VALLEY CORVETTE ASSOCIATION, and I am very glad to be a part of this organization!!!

Getting back to last night’s meeting, It was also very nice to meet and hear from our 6 guests, each of whom expressed a strong interest in becoming members and, while at the meeting, they all completed our Car Show Pre-Registration Forms and said they would be there to join us!

Last night was also noteworthy, in that we voted in 4 new members! Two of the “new” members were actually our former members Steve and Cindy Tuttle! As I recall, they were great/fun members/people in the past and I am glad that we could welcome them back into the fold!!! WELCOME BACK STEVE and CINDY!!!

On May 18, 2019 I drove from Dallas, to Wayne and Janet’s house in order to “stage” for the Keizer Iris parade and it rained most of the way there! But by the time we gathered at the parade route, the sky’s cleared, the sun came out and we all had enough time to detail our cars, put the tops down, or in the case of the coupes, remove and store the roof panels. Through Wayne and Janet’s efforts, our group of 14 Corvettes was organized in line and beautiful Iris bouquets, that Janet had arranged, were placed on each hood, by the windshields, of each car. Let me tell you, we looked good and did the WVCA very proud!

The parade itself was led by a youthful, junior contingent of 3 future CORVETTE owners and future WVCA members, who tirelessly led our contingent of CORVETTES on foot, while carrying our WVCA banner for the entire parade route!!! My hat is off to them for a difficult job that was well done!!!

After the parade, we met at Wayne and Janet’s beautiful house for a wonderful potluck and experienced, firsthand, the hospitality that the Kreger’s are so well known for!!! THANK you, WAYNE and JANET!!! And as a final note, I have to conclude that Thomas’s beautiful Admiral Blue Grand Sport REVS REALLY WELL and I heard it often during the parade!!!

In closing, we are now just 15 days away from launching our second CORVETTES at the CAROUSEL event on June 22, 2019, and this one is shaping up to be even bigger and more involved than last years! For example, last year at this time, we had about 70 cars that were pre-registered for the show. This year we have over 90 cars pre-registered. At this rate, I would not be surprised if we have 120 or more CORVETTES at our show! Last year we had about 6 vendors for the show (and not even a coffee pot) and this year we are at an amazing 22, including a coffee vendor! In fact, we have enough food vendors to start a food court and have specialty exhibits to include a professional detailer, Liberty House and the State Police, who I understand will address child safety and other issues!

The goodwill and positive reputation, in the community and with local law-enforcement, that this car show (and involvement in activities like the Iris Parade) will generate, are very beneficial for the Willamette Valley Corvette Association! Without any question, these activities will also help us to further our primary purpose of promoting the cars that we so passionate about: The American CORVETTE!!!

I know that we are going to have a successful car show and I also know that when the time comes, when we need additional help to set up for the show, park cars, count votes, take down after the show etc., etc., etc. WVCA members will be there to answer the call! Thank You!

Best Regards,

Stan W Czerniak



President,
Willamette Valley Corvette Association

Every time a youngster says "I like your car" it is met with a rev of the engine. Stan Czerniak mentioned the frequency that Tom performed the revving, but this is one of the ways that future Corvette owners are created. 12 cars participated with an after event potluck hosted by Wayne and Janet Kreger at their beautiful home with a park like backyard, which they allowed to be driven on for photo opportunities. Everybody had a lot of fun and left everybody looking forward to next years parade .

Glass Sass- .

Editor-In-Chief Buzz Blog 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. Be the first to mention this at the July meeting during the Glass Sass update and receive 5 50/50 tickets. Send an article by the July meeting and receive 5 50/50 tickets.

Trivia- Stan Czerniak asked a several part question(s)- In 1955 the 3rd year for Corvette production almost became the last year because of the introduction of what car? The Thunderbird was the correct answer from somebody who received 1 ticket (sorry I didn't see who won) . With a V8 the Thunderbird sold 16,000 units compared to how man Corvette? Ann Salvatori answered correctly with 400 units winning 4 tickets.

50/50 Raffle

\$ 110 total collected by Lucky King
\$ 50.00 to the club
\$ 30.00 drawn with Stan Czerniak winning.
\$ 30.00 drawn with Ann Salvatori winning.

Meeting adjourned by Stan Czerniak at 7:27

The Keizer Iris Festival Parade was a great success primarily based on wonderful spring weather. Fourteen beautiful WVCA Corvettes were lined up single file through the parade. Our banner was carried by Tom Paddock's grandson Colton and his friend.

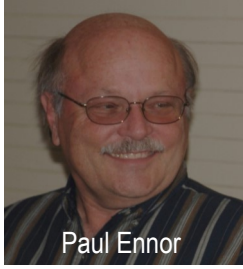
Tom's granddaughter handed out Tootsie roll candy. A few of us felt compelled to taste a couple to assure that they were safe for the younger generation. After the parade 12 cars returned to the Kreger's for a potluck lunch and conversation until the clouds came rolling in, indicating it was time to exit and hurry home before a massive thunderstorm raked havoc on our cars (some with their tops down).

Mark your calendars for May 16, 2020 for another great day showing off our cars at the Keizer Iris Festival Parade.

Wayne Kreger



**JUNE 22ND 2019 IS THE
DATE FOR GLASS IN THE
GRASS and we still need
help so please volunteer**



Paul Ennor

Wow! I just glanced at the calendar and realized that time is marching on faster and faster and it's time for another installment of my monthly history column. I don't know about the rest of you, but does it feel like time is moving along faster that it used to? Or is it just me. After all, I topped well over the hill age-wise quite a while ago and I'm headed down the back side of that hill awfully quickly. I learned way back when I began driving that gravity can pull you down a hill a lot faster than gasoline can push you up it. And I'm definitely on the down-hill side of life's mountain now. With all that philosophical stuff out of the way it seems necessary to deviate from my usual trip down memory lane because I can't think of much to write about this month except myself. So, I'll just write a little bit about me and my life with cars for those of you who haven't known me for four decades and might care about such matters. Feel free to stop reading right here if an auto biographical article seems too boring...

I'm a rare breed, a Salem native. I was born in this town in May of 1948 in Salem Memorial Hospital. I attended schools here in Salem from grade school all the way through community college. Brush College, Walker Jr High, South Salem, and Chemeketa being my alma mater's.



While in high school and college I worked at the Arctic Circle Drive-in at the intersection of 14th and State, again right here in Salem. Mostly I worked to support my Car habit. After graduating from community college with a computer programming degree I landed a job at the Oregon Dept of Forestry on State street in 1968

where I spent the next 30-years of my working career until retiring in 1999. Well, enough of that background about me. I'll bet you're wondering if I've always been a Corvette guy. Well, not really.

Unlike some kids, I was not born into a well to do family. Or a car oriented one either. My father believed that cars were an expensive utilitarian necessity best powered by a 6-cylinder engine. The first time I ever heard about a Corvette was in the late 50's when my father mentioned something about a guy, he worked with having bought a sports car that

was made out of plastic. He wasn't impressed but only brought it up in conversation as a way to criticize Chevrolet for making such a dumb car. Meanwhile I turned 15, got my permit and was learning to drive in my dad's '54 Chevy.



The next-door neighbor had a junker car laying on it's side in this pasture where he's left it after removing its transmission to install in his driver.

He told Dad that I could have that car if I wanted it. I took it, pushed it home and Dad and I found a junk yard transmission to put in it. What was this "free car"? It was a '57 Simca. A little-known French car of the era. A 4-door compact with a 4-on-the-tree, 40-hp 4-cyl engine and worn seats. Well at least it ran most of the time and took me and three other neighbor kids to high school for a year. I painted it myself filled the dents with bondo and it looked a little better. By the end of 1966 I graduated from high school and my once dead Simca was trying to die again. I'd replaced the transmission twice. The tranny was the achilles heel of those Simcas. I decided that I needed something more reliable.

I found a 2-door 1958 Chevy Delray 6-cyl 3-speed at Wilson Buick here in Salem, I Paid \$199 for it and drove it though my last year of high school and first year of college until it started to burn a lot of oil needed engine work and I sold it. (*Sorry, I can't find a picture*). Today I wish I'd kept that '58. I'd love to hot rod it now.



After the '58 Chevy I found a 4-door '59 Impala 348 Automatic which got me through the rest of my college days. It was the first of four '59 Chevs I've owned over the years

including a '59 El Camino. Another car I wish I had back.

I was twenty and driving "grandpa cars" while my best friend was going through, blowing up and wrecking a string of high-performance cars like a '57 Ford 352 c.i. 4-speed and his first Corvette, a '62 roadster. But I wasn't interested in Corvettes in 1968. I wanted a new Camaro and was considering buying a brand new 1968 Camaro SS/396.



I could have had a new fully loaded one for \$4000 but I listened to my father who insisted that a V8 engine was just a dumb waste and too dangerous in a small car. So, I traded my Impala

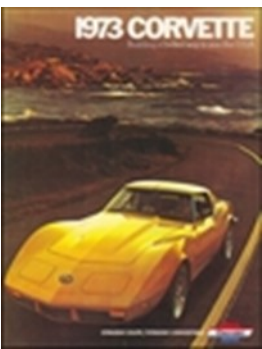
on a used 1966 Corvair Monza. It was a 6-cyl which made dad happy. I loved that little rear-engine Corvair. It might have been one of the best cars I ever owned, Ralph Nader notwithstanding. I could and I would go anywhere in it. Still, no Corvette thoughts invaded my brain. I drove my Corvair 100,000 miles then sold it to my brother who added more miles to it.



About 1970 I began hanging out with my old friend from high school. He'd just bought a used '63 Corvette roadster and of course put in a bigger engine. He would drag me out with his

Corvette buddies on nightly tavern tours. I traded my venerable Corvair on a lightly used '68 Z/28 Camaro. I told my dad that it was a "small V8, only 302 ci)". I may have neglected to tell him that the 302 was the highest horse power race engine in the GM stable. (ha ha) I finally had a Camaro with more horsepower than any sane young man needs.

Then in late 1972 the Corvette bug bit me hard. I guess I caught it by hanging out with Corvette guys



every night after work or maybe it was the '73 Corvette sales brochure or ads in Hot Rod Magazine. In any case, I loved the look of that '73 from the first time I saw it. I pondered over that brochure, the option list and my finances for weeks. Finally, I gave in. I went to Cap Chev and ordered a brand new '73 Roadster. Blue with

black interior and an L/82 small block and both tops.



To shorten this story; I never got the Vette I ordered. A strike in 1973 stopped my order in its tracks and the St. Louis factory never built my Vette. By June of 1973 I had to settle for Cap

Chevs '73 demo. A red 454 roadster with red interior. I could not have been any happier. It's still in my garage today. In need to some cosmetic work but

still mechanically sound and running better than its owner. As soon as I took delivery of this Vette, I joined WVCA and I'm still here boring you all with monthly columns in the Glass Sass.

SAVE THE WAVE, Paul

(Continued from cover page) The clubs that have put on large events like this year after year tell me they eventually get burned out. I don't know about you, but I've had a ton of fun putting this show on and I hope to have fun each time we do it. I don't want it to become a chore.

So, we now have 2 years to get ready for Corvettes at the Carousel III, and next year we can concentrate on our Capitol Cars and Coffee events. By the way, if we have one a month from May through September, it will still be considerably less work than our show.

With all the cruises, picnics, shows etc. that we have planned, not to mention the full calendar of events around the Salem area put on by other groups you should be able to attend several car functions every week.

And speaking of exciting events, 7-18-19 is the long awaited debut of the new C8, the often rumored, Mid Engined Corvette. We have been getting updates on the progress through our own Corvette Connection Mr. Elegant, and are going to have a live watch party that evening. Love it or hate it, this car will change how people see Corvettes. If you are a performance driver, get ready! A rear mid-engined car is a completely different animal than the current front mid-engined car most of us own. The fact that the seating position is nearer the center of the car will throw you for a bit, but once you learn to deal with more grip with less tire, it should be a driving experience like no other. I can't wait to drive one.

In the meantime, I hope you all are enjoying your cars as much as possible. I'm seeing more Corvettes out each day now that the weather is improving, and I've been able to drive more and wash less which is always a good thing.

I am really looking forward to the 22nd, as there is absolutely nothing like walking among a sea of Corvettes on a beautiful day. The thrill of looking out at over 100 Corvettes last year knowing that WE had invited them was an experience I'll never forget. Join us early on the 22nd and experience the thrill first hand! See ya there, Kent

Why The Corvette Grand Sport Exists

BY JONATHAN LOPEZ

MAY 28, 2019



Some have labeled the C7 Corvette Grand Sport as nothing more than a “fake” Z06. On the surface, this assertion isn’t entirely misguided. After all, the C7 Corvette Grand Sport is equipped with the same GM 6.2L V8 LT1 engine as the base-model Stingray, producing the same output of 460 horsepower and 465 pound-feet of torque. However, the Grand Sport also comes with Z06-style body and aerodynamic components, including wider hips and tons of extra vents. With Z06 looks, minus the 650 horsepower and 650 pound-feet of torque created by the Z06’s supercharged LT4 engine, one can see where the “fake” Z06 accusations are coming from. Which leads us to one question – why does the Corvette Grand Sport exist?

To answer that, we’ve gotta start by taking a trip down memory lane. Back in 1962, Chevrolet launched the Grand Sport program, which sought to create a lightweight C2 Corvette that could take the fight to the Shelby Cobra in GT-class racing.

Zora Arkus-Duntov was the driving force behind the creation of the Grand Sport program. Lightness was key to the formula; in fact, a light car was so important, that the program was originally known as “The Lightweight” inside of GM. The namesake was justified too, as early prototypes managed to shave a full 1,000 pounds from production Stingray models thanks to lightweight components like aluminum, magnesium, and ultra-thin fiberglass.

The resulting vehicle boasted very impressive specs, while being complemented by a bevy of aero components, large intakes, and vents across its reshaped body. Providing the motivation was a 6.2L V8 engine producing upwards of 485 horsepower. The plan was to create 125 examples for homologation purposes.

But as soon as GM execs caught wind of the project, it was quickly canceled. Luckily, before it met the axe, five units of the C2 Corvette Grand Sport were produced. To-

day, these vehicles are considered to be some of the most valuable Corvettes in existence.

Fast forward to modern times, and the spirit of the original Corvette Grand Sport runs through the present-day car. It’s track-ready, it looks the part, and – more importantly – it’s light.

First and foremost, the upgraded aero and body components certainly help it look the part, especially when equipped with the optional stripes and fender markings that provide a direct throwback to those early 1960s racers. For apex-hunting duties, the Corvette Grand Sport comes with Z06-style suspension tuning, although the tune for the anti-roll bars, Magnetic Ride Control suspension and springs are unique to the Corvette Grand Sport. The Magnetic Ride Control suspension is also standard equipment, as is an electronic limited-slip differential.

The Corvette Grand Sport sits on larger 19-inch wheels up front and 20-inch wheels in the rear, all of which are wrapped in Michelin Pilot Super Sport tires. It also features upgraded, Z06-style cooling for track use.

Perhaps more importantly, the Corvette Grand Sport is lighter than the Z06, tipping the scales at 3,252 pounds. Compared to the 3,350-pound Z06, that’s almost a 100-pound difference.

At the end of the day, the Corvette Grand Sport is most certainly not a “fake” Z06 by any means. Instead, the vehicle is its own type of (very unique) animal that bridges the gap between the Stingray and the Z06 as a lean, mean track-ready performer that is perfectly capable to deliver on the fun factor in a big way, even without the Z06’s 650 ponies under the hood.

Read more: <http://gmauthority.com/blog/2019/05/why-the-corvette-grand-sport-exists/#ixzz5pG1haVxO>





MidEngineCorvetteForum.com

renderings by fvs

MidEngineMonthly Update: Lots C8 Has Been Happening Lately (John Elegant)

Thank you NCM Bash for being the location for much of it. Interestingly while Bash registration was lagging a few months before the event at around the 800 folks, once the whisperings grew to a crescendo that there could well be some C8 info, Bash pre-registrations climbed to 1,250 registrants the week before it started. Typical of NCM, it was an extremely well run event. Also available for purchase were limited BGA Plant Tours — which nicely including a ten minute stop staring through large windows at a camo'd C8 about eight feet away. Most memorably as far as C8's and the event was this picture of a C8 driving by at slow speed around the new circle. Of course driver Jon Andrews, BGA's Body Shop Launch Manager, goosing the throttle a few times, added to the crowd's reaction — as did his brisk acceleration down the exit road as we heard its DCT progressively accelerate through its gears in fractions of a second.



Photo credit and thanks to NCM member and pro photographer Craig Marcho!

For seeing many more of Craig's pictures, and also three videos of that drive-around (thanks to CorvetteBlogger, NCM and Spring Mountain), all are within this link:

<https://www.midenginecorvetteforum.com/forum/main-forum/34100-c8-visits-ncm-bash-via-extensive-hr-pictures-and-videos>

How many "official GM C8 info releases" have there already been? Guess it was 5? Or was it 8? How about as of the day this was written, GM has actually shared C8 information on 13 different occasions. All are detailed here:

<https://www.midenginecorvetteforum.com/forum/main-forum/34833-official-gm-c8-pre-reveal-teaser-timeline-and-events>

We surprisingly learned a moderate amount C8 info at the "Tadge, Harlan and Kirk Bash Presentation" (and subsequent events). Some was reaffirmation of info that was leaked earlier, such as the C8's emblem and the IP's start up animation, but some was nicely new to hear. Most importantly to many, was that the C8 will definitively be a C8 the end of August's National Corvette Caravan/25th Anniversary Celebration (August 28-31st). There will also be there a GM pop-up tent, a "build your C8" digital kiosk, and the typical 40+ GM staff to share its specs, do walk-arounds, answer your 1:1 questions and more — and probably some displayed there some options we might choose from, such as the different seats and maybe wheels. And while not officially confirmed, in response to a question posed to Harlan as to whether the C8 would be at Corvettes At Carlisle, Harlan stated, "Lance will be happy," (e.g., Lance Miller, CaC's principal).

Here is the first official GM pre-reveal C8 teaser video:

<https://www.midenginecorvetteforum.com/forum/main-forum/34339-1st-official-c8-teaser-video-is-here>

In it, the following teaser screen print (thanks/credit as found by "Corvette Nut") which in its original form was partially occluded by a large date overlay, but thanks to renderer *fvs*, here it is unblocked. Is it one of the original GM C8 design sketches?



fvs@MidEngineCorvetteForum.com

Also that day GM issued its press/media invites to the ME's 7.18.19 reveal. It will be held in Orange County, though the specific location is not yet announced. I was extremely lucky to receive one (allocated to only one per each auto media). Hopefully again through NCM, as was done for the C7, there would later be available reveal places for "enthusiasts" to also attend. But that is merely a wish so far. For those who are asking "why" Southern CA is the C8's reveal location, it is the place where more mid engines are sold than anywhere else in the world. There would additionally be a third group of "influencers" invited, such as Aer-Smith's Steven Tyle who was invited to the ZR1 reveal, Jay Leno, and some younger folks who influence 30-50 year old potential "brand conquest" potential buyers.

Here is a link to a recent video showing a C8 accelerating; even get to listen to its exhaust.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/36572-video-of-c8-corvette-acceleration-on-a-detroit-highway>

We are seeing more new wheel version pictures, and recent saw that unlike the C5/6/7, the "A" pillar will be body colored. Now + 900 threads, about 600 spy pictures/renderings, and over 60 C8 videos at: www.MidEngineCorvetteForum.com. Thank you very much. John

WVCA members: the time is near for the car show and we still need volunteers and gift baskets and things to go in gift baskets. Thanks to the generosity of many members we do have some very nice baskets but we really need more in order to turn a profit on these. As we have indicated before, gift cards will work as well as picnic baskets, die cast models etc. So PLEASE CONTRIBUTE SOMETHING IF YOU POSSIBLY CAN AND GET THEM TO Annie or anyone on the 50th committee or Kent or Stan by Friday latest !

We are getting a reputation for having a great show and since we will not have one next year, this one should be a memorable occasion so that participants will want to attend our next one!

Willamette Valley Corvette Association and Capitol Chevrolet Proudly Present

**GLASS
ON THE
GRASS**



Help us celebrate our 2nd Annual Car show by
bringing your Corvette to our

Show 'N Shine at Salem's Riverfront park

June 22nd 2019 8 am to 5 pm

Towels down at 10 am & Awards at 3 pm

Music, prizes, food, drink and fun for all

See the new lineup from Capitol Chevrolet



Make checks payable to WVCA

P.O. Box 20576, Keizer, Oregon 97307

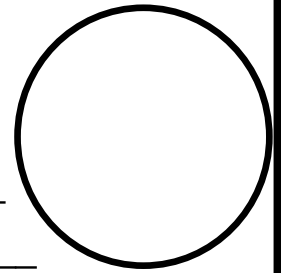
(\$20 before May 22nd and \$25 thereafter)

Questions? Call Stan @ 971-218-9951 or email:

president@willamettevalleycorvettes.com



Registration Information



Name _____

Phone Number _____

Address _____

City _____ State _____ Zip _____

Email (for confirmation and last minute info):

Club Affiliation (if any) _____

Number in car: (1)___ or (2)___ (check one)

Year _____ (C1)___ (C2)___ (C3)___ (C4)___ (C5)___ (C6)___ (C7)___

Coupe _____ Convertible _____ Modified _____

ZR1 _____ Z06 _____ Grand Sport _____

Participant #1 (driver/owner) Print: _____

Participant #2: Print _____

Local hotel/motel information can be reviewed here:

https://www.tripadvisor.com/Hotels-g52053-Salem_Oregon-Hotels.html

If you are interested in staying in Salem please check ___ and we will get back to you with available rate specials.

Liability waiver: Willamette Valley Corvette Association, Capitol Chevrolet, Vendors and all associated facilities assume no responsibility or liability for any theft or damage to vehicles, and/or displays and related items during move-in, show hours, or move-out.

I have read the above Liability Waiver; I understand that it is a release of any and all potential claims regarding my participation in this event, and accept the provisions of the waiver.

Participant #1 (driver) signature: _____ Date: ___/___/2019

Participant #2: signature: _____

Make checks payable to WVCA P.O. Box 20576, Keizer, Oregon 97307
(entry fee is \$25 after May 22nd \$20 before) Questions?
Call Stan @ 971-218-9951 or email: president@willamettevalleycorvettes.com

If you have not previously ordered a shirt or two and you would like one, we have some very nice professionally-designed T-shirts for sale in sizes S M L XL and XXXL. These shirts come in two color schemes: black/red and green/black (see pix below).

The shirts are \$15 each or 2/\$28 and you can pay for them with this registration form if you like.

Yes I would like the following T-shirts:

___ black/red

___ S

___ M

___ L

___ XL

___ XXL

___ XXXL



___ black/green

___ S

___ M

___ L

___ XL

___ XXL

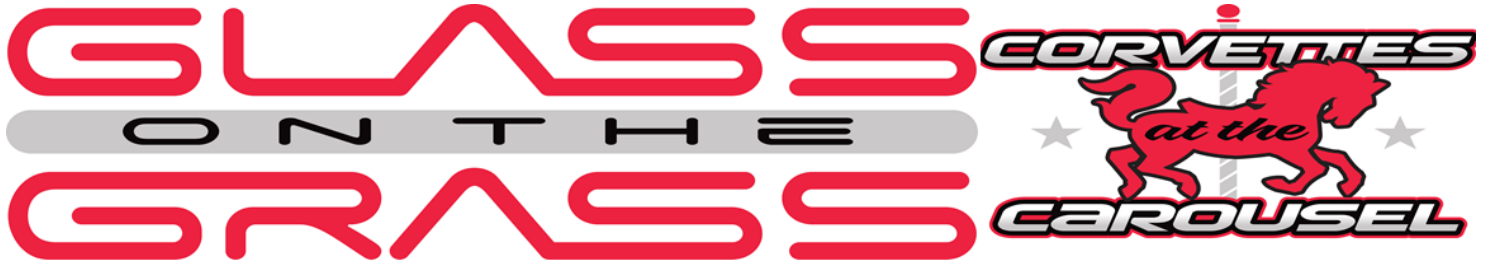
___ XXXL



Make checks payable to WVCA P.O. Box 20576, Keizer, Oregon 97307



**On June 22nd 2019
WVCA
And Capitol Chevrolet
Present**



At Salem's Riverfront Park

Please join us for our 2nd Corvettes at the Carousel Show 'N Shine event, and help make this show a positive event in our community. We anticipate up to 150 Corvettes and hundreds of local spectators for this Corvettes-only event. Your support will draw tourists and business opportunities, and provide a positive image for our city. There are several sponsorship opportunities still available, which include;

T-Shirt sponsorship:

\$1000 gets your name or logo emblazoned on 100 event T-shirts. Corvette folks wear their Corvette gear 24/7, and this advertising choice will pay you back for years!

Trophy sponsorship:

Have your name put on a trophy for only \$20 to \$100 depending on award. Or come up with your own award and trophy. Choose the winner at the show and present it on the spot promoting your product or business to the crowd.

On site vendor space:

10 X 10 spaces are available where you can promote your business all day long. Spaces are free of charge, but depending on merchandise, there may be a small fee owed to the City of Salem

Raffles, door prizes, goodie bag fillers etc:

Give us your stuff (goods, services, gift cards, discount coupons, ?) and we will find a fun way to give it away. This is great way to drum up fresh business.

We are open to other ways of promoting your business, and welcome your ideas. Contact information and other useful tidbits are on the back. Thank you in advance for your support of this event. We hope to expand it each year, and develop a long term relationship with your business.

Why Sponsor Corvettes At The Carousel?

The Willamette Valley Corvette Association was formed in 1968, and entered into a relationship with Capitol Chevrolet that still exists today. For over 50 years, our goals have been to promote Corvettes and the Corvette lifestyle. Our members own all generations of Corvettes, and several are planning to purchase the new Mid-Engine Corvette when it appears, hopefully next year. We meet monthly, and welcome all visitors.

We had 104 cars last year and anticipate 150 this year, and over 1,000 visitors . We advertised this event on a national level, and last year Eckler's Automotive Catalogue had a representative at the show to cover it nationally.

Family fun events are planned for the entire day, with some involving all the vendors at the show. This is a Corvette-only show, and Corvette owners tend to be an older, financially stable crowd. Corvette owners like high-end products, and spend pretty crazy sums of money on all things car-culture related, as well as spending money on leisure activities. Corvette folks seem to have some disposable income, and what better way to dispose of it than at your place of business.

Prices for various opportunities are on the front, and if you have any special requests please let us know. We will work with you to give you the most bang for your buck.

Contact Kent Muhle



WVCA VP

Carousel Event Chair

503-680-2907

vp@willamettevalleycorvettes.com

2019 Standing Committees

Carousel II Glass on 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 Roger and Maryann Burgess

Budget

Julie Hughes Jim Tiano Jennifer Anderson John Elegant

Activities

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

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

Place
Stamp
Here

