



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 42, ISSUE 6

JUNE 2020

INSIDE THIS ISSUE:

Minutes	3-4
Kelly Article	5
Mid Engine Forum	6-7
Jake article etc	8-9
Paul Article	10
Calendar	11
Various	12-16



**President
Stan Czerniak**

Last night, thanks to the automation savvy of our Treasurer, Kelly Smothers, we were able to have our 2nd on-line/telephone conference, monthly general membership meeting! Without this capability, we would have been unable to have had any kind of meeting, during the Governor's "Stay at Home" order since last March! To those who joined us last night, I hope you enjoyed the meeting and I appreciated your participation!

While, I do not know the exact number of the members who joined our meeting last night, I am very happy to report that I thought it was very productive and fun! In fact, during my 18 months as the WVCA's President, last night's meeting was the longest that we have had. In fact, our meeting lasted about 1&1/2 hours!!!

But clearly this type of meeting is not usually as much fun as being able to interact and take care of business face-to-face! And while speaking of face-to-face meetings, earlier this week I contacted our representative from Capital Chevrolet and asked if we would be able to use resume using their conference room for our next general membership meeting, scheduled for July 2, 2020? In response, I was told that they could not give us an answer just yet. But I was advised to contact them towards the end of June, at which time they would hopefully have us an answer. (Cont on page 16)



**Vice President
Shane Massey**

Nice to see all of you are still here. The world as we know it has not ended yet...
Activities News:

Well not much is new, we are still social distancing for now. I have got the Activities Committee back together to see what we can salvage and what we can adjust. With some activities easing I see as doing some driving. Maybe not eating or socializing as we used to but at least enjoying Oregon behind the wheel of our beautiful cars. You should be seeing more official news about the activities soon. So, keep a look out for Emails and Website schedule updated.

VP's Musings:

I recently received in the mail the original TOPGUN movie in 4k. It is my favorite movie. To show you how much I love the movie, I have purchased on VHS, Laserdisc, DVD, Blu-ray, and 4k UHD disc. The Sounds, the thrill, the action, and the speed. "I have the need, the need for speed!!!". It had me thinking. About being in my early 20's. Back in my Honda, Acura days... I did love my 94 Acura legend. My friends and I would love to drive our cars, and yes, we would drive them faster then we should.

One CD we always had in our cars was the TOPGUN soundtrack. And when we "Felt the need for Speed", we would play "Danger Zone" from the TOPGUN soundtrack. When we got our Corvette. The first person I had to call and invite over for a ride was my best friend. And what was the first CD I added to the CD changer in the Corvette? You guessed it the TOPGON Soundtrack (*and little red corvette by Prince*) Well when he came over and I started the car to take him for his first ride the engine roared to life, and soon after "Danger Zone" starts on the stereo. he looks at me and says " Sh%ts about to get real", with a big grin on his face.

May we all have the need, the need for speed!!!

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

President: Stan Czerniak

971-218-9951

president@willamettevalleycorvettes.com

Vice President: Shane Massey

503-508-6071

vp@willamettevalleycorvettes.com

Secretary: Andrea Smothers

503-435-9918

secretary@willamettevalleycorvettes.com

Treasurer: Kelly Smothers

971-241-3953

treasurer@willamettevalleycorvettes.com

Historian/Webmaster: Ken Arck

503-678-6182

historian@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Member-at Large: Andrea Massey

503-881-2387

memberatlarge@willamettevalleycorvettes.com

The first Corvettes were introduced with a round white emblem with the now famous crossed flags. ... The American flag was replaced with a flag containing the Chevy bowtie symbol and the fleur-de-lis. The fleur-de-lis is a French symbol for peace and purity and literally means "flower of the lily."

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

WELCOME!!!

**Members Present: 13 dial ins,
20 ish total**

Birthdays:

6 – Wayne Kreger

15 – Maryann Burgess

17 – Steve Halverson

21 – Don Chandler

21 – David Dunn

21 – Ken Kafka

24 – Joe Kachaturian

30 – Pam Marshall

HAPPY BIRTHDAY!!

Minutes Report: No objections to last months minutes.

Treasurers Report: Kelly Smothers

Amount in Checking:
\$4,389.88

Amount in Savings:

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

JUNE 6TH 2020

\$10,609.90

Amount in Petty Cash:
\$141.00

Total All Accounts:
\$15,140.78

No Objections – So Adopted

President's Report: Stan Czerniak

Stan is working with Capitol Chevrolet to try and get an in-person meeting scheduled as soon as possible.

If WVCA is going to have a car show next year the location needs to be reserved in the next couple of weeks. The committee for the car show is in need of a new chair person. Stan is looking for a volunteer. Kelly Smothers suggested people just volunteer for the committee and the committee decide who should chair. Concerns are sponsors, the economy and COVID-19 long term effects. The membership also discussed delaying the

show for another year until 2022. Due to conflicts with other shows the membership may consider pushing it even farther out. Kelly Smothers is going to create a Survey Monkey to poll the membership regarding this event.

Upcoming Events:

18-19 September Corvettes on the Columbia

Vice President's Report: Shane Massey

Sign-ups still available for:

** June 13 **Ghost Tour** day cruise

** August 8-9 **Cowboy Dinner** cruise, with overnight stay in La Pine

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

vp@willamettevalleycorvettes.com

We may still have a Cars and Coffee this month at Capitol Chevrolet. We are waiting for Salem to reach Phase II. It may be limited to the first 50 cars. More info to follow.

The next Event Committee meeting will be on the Jacket Night, 17 June at 6:30 pm via teleconference. If you would like to participate please contact Shane.

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.

Bowling Green Update:

Stan is counting the production numbers daily waiting for his car to be done.

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 7:45 PM

What Is The Main Ingredient of WD-40?

Before you read to the end, does anybody know what the main ingredient of WD-40?

Fish Oil!

WD-40 ~ Who knew!

"Water Displacement #40".

The product began from a search for a rust preventative solvent and degreaser to protect missile parts.

WD-40 was created in 1953, by three technicians at the San Diego Rocket Chemical Company.

Its name comes from the project that was to find a 'Water Displacement' Compound.

They were finally successful for a formulation, with their fortieth attempt, thus WD-40. The 'Convair Company' bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the 'shower door' part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as on glass. It's a miracle!

Then try it on your stove-top.

It's now shinier than it's ever been.

You'll be amazed.

WD-40 Uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floor that 'just-waxed' sheen without making them slippery.
5. Keeps the flies off of Cows, Horses, and other Farm Critters.
6. Restores and cleans chalkboards.
7. Removes lipstick stains.
8. Loosens stubborn zippers.
9. Untangles jewellery chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terracotta garden pots from oxidising.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on both home and vehicles doors.
18. It removes that nasty tar and scuff marks from the kitchen flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
19. Remove those nasty bug guts that will eat away the finish
20. Gives a children's playground gym slide a shine for a super fast slide.
21. Lubricates gearshift and mower deck lever for ease of handling on riding mowers.
22. Rids kids rocking chair and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes grease splatters from stove-tops.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. Florida's favourite use is: 'cleans and removes love bugs from grills and bumpers.'
38. The favourite use in the state of New York, it protects the Statue of Liberty from the elements.
39. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
41. It is great for removing crayon from walls. Spray it on the marks and wipe with a clean rag.
42. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!
43. If you spray it inside a wet distributor cap, it will displace the moisture, allowing the engine to start. My discovery, Ants don't like it.....



COVID-19 is all around us. It has changed the way we as Americans deal with our everyday lives. For some, it may be the first time our liberties have been curtailed, others, have experienced it at the hands of our military or perhaps visits to foreign countries without the same latitude in freedoms that we enjoy every day. You know what I'm talking about.

I work in a virtual world. I manage a team of teleworkers and most of the 700 information technology professionals that support more than 37,000 employees around the world also telework and support through these virtual means.

A thought came to me when our President Stan Czerniak was considering canceling the May membership meeting. I have meetings every day in the virtual world with over 150 people. Why couldn't our club have a meeting, check on each other, and share a little of the camaraderie that so many of us hold as an important reason we are part of this club? I couldn't think of one reason not to. Sure, our group is a little older but what I have found is that several are very tech savvy, and well, some need a little extra help. Don't we all at times?

I talked with Stan, he was hesitant, but as a good leader does, he let me run with it. And I would have to say I am very pleased with the results. 28 members, by my count, were in the virtual meeting. Well done. That is nearly one third of our club. Amazing numbers for the first time.

Instructions below on how to participate in a video teleconference. A web camera is not required unless you want to be seen, we can still hear you if you have the system call you back.

<https://join.freeconferencecall.com/wvca> is the link to join from your web browser. I have found that Chrome works best, but others work as well. Once you click on the link or enter it into your browser you will be taken to a "Join Meeting" Pop Up. Enter your name (Kelly & Andrea) and an email address. Once you hit "Join" (and if the meeting room is open, if it is not you will get a warning that you are waiting for the presenter to share their screen) you will be added to the video conference call. If you don't have a camera and microphone don't worry. You can also call in or have the system call you back, and you can at least watch and hear what is going on.

You will notice on the screen a top line menu with the picture of a phone icon, a camera icon (turns on and off audio/video), a group icon, a chat icon (can ask questions or make comments), a search icon, an information icon and a gear/preferences icon (here you can choose between inputs and outputs, mics and camera).

Video Teleconference / Virtual Call Etiquette:

1. Mute your microphone when you're not talking - It's the number one rule for a reason, that darn microphone picks up everything around you, dog, cat, radio, TV, cell phone, you name it.
 2. If you're not muted, leave your Keyboard (dog, cat, pet rabbit) alone. While many have soft touch keyboards, some, like me, use a tactile feedback keyboard so I can type faster, and well, they make a lot of noise.
 3. Remember that video meetings will have some latency (lag), both in audio and video. So oftentimes what you get is people 'walking' all over each other, (you CB radio folks know what i'm talking about ;). This sometimes leads to rule 4.
 4. Speak up - What I have found is everyone is trying to be polite. So, what you get is, no you go, no, you go, then both go at the same time. Lol. There is a point to be courteous, but if you are going to say something, wait for the pause, and say it.
 5. Try to be stationary (Tom) if you're walking around the house on your iphone/android, well everyone else is getting sea sick, if you're not muted of course. ;)
- Have fun and be yourself. We are trying to get through an agenda, but it is fun to 'rib' each other as if we were in the same room.

As the Association Grows By Kelly Smothers

Greetings Corvette fans. As of the May membership meeting the Association has grown to 90 people and a bunch of beautiful cars. Many of us have been keeping in touch through our Facebook Group Page (Moderated closed group) found here at <https://www.facebook.com/groups/WillametteValleyCorvettes/>

Our Facebook Group has 45 members currently which are mostly association members at this time and a couple of individuals that have shown interest in joining our group. Recent discussions have included club cruises amongst the COVID world we live in; Wishing Happy Birthday to members; Stan telling us he has now waxed his cars 150 times (at least); Stephen Sims showing off his beautiful ride all over the place; and Buzz doing some local polling on corvettes. Of course, we can't forget our newest FB Group member Paul Ennor showing us some very cool historical car photos (What other cars have you owned?) that received a lot of responses from everyone.

If you Facebook or even if you do not, I encourage you to give it a try to keep in touch with like-minded association Corvette enthusiasts that know and love okay, like a lot, 😊. Willamette Valley Corvettes also has a public facing Facebook presence as well. Oh, the confusion, right? Not at all. The difference between the two in general, a page is a public profile that allows companies and brands to introduce their services and activities to potential new members. The group is a community-based feature that gathers like minded interests to discuss and share as well as collaborate in more of a real time environment.

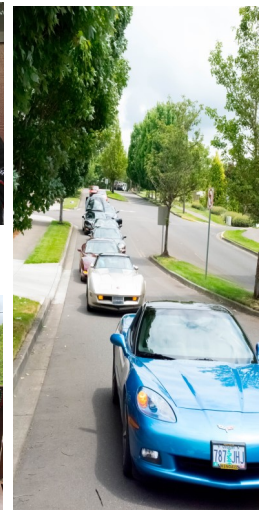
-30-



Shane received a Message from the mother of a small child who has been battling Cancer and is finishing her treatments Cancer and is apparently winning! She said “ We are so excited! This cool cat has less than 2 weeks left of chemotherapy! This has been such an emotional year, and we are beyond blessed by EVERYONE who has helped our family through out this journey.

Please help us celebrate Amelia on Sunday 6/7 anytime between 12-2. We would love everyone to participate in a celebratory parade in front of our house. We are hoping people will have fun with this by decorating their car, honking, or simply saying hello (socially distancing) to celebrate our warrior. Please PM me for our address if needed. We love you all .”

So Shane took the ball and ran with it, organizing a cruise for the little girl and here is what it looked like:





Mid Engine Monthly Update (John Elegant)

Exciting news that by the time most of you read this, C8 production will have restarted (Tuesday, May 26th). General Motors Executive Vice President of Global Manufacturing Gerald Johnson expressed his prediction that full production will be coming about one month thereafter.

For those who already have received their C8's or are wanting to learn as much as possible before they arrive, GM just released an additional 23 three more "learning your C8 videos."

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/146447-new-c8-instructional-videos-from-gm-corvette-academy-mike-furman-criswell>

With the C8's 60% of its weight on its rear wheels, not only has its acceleration greatly improved to less than 3 seconds to 60 MPH, but its jacking points and trailering-safely requirements have also changed a significant amount. Thanks Jeremy Welborn for this informative video.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/146223-center-of-balance-trailering-your-2020-c8-corvette>

Meanwhile as we wait for more C8 hard news, here's an interview the Eastern Ontario Corvette Club held with Tadge Juechter. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/144900-tadge-interview-thanks-to-eastern-ontario-corvette-club>

The biggest rumor, or was it pure fact, over the last month was thanks to Hagerty's Don Sherman who reported that he had been leaked the complete C8 generation production schedule as follows. Much of it appears reasonable, but of course it is not confirmed GM fact until it is GM later press released. Still it is very enjoyable to read as we ponder our C8's potential future. *Thanks again Don at Hagerty!*

Year	Engine	Power (est.)	Torque (est.)	Likely Application
2021	LT2 6.2L 16-Valve OHV	490-495 HP	465-470 lb-ft	RHD Corvettes For Export
2022	LT6 5.5L 32-Valve DOHC	650 HP	600 lb-ft	Corvette Z06
2023	LT2 6.2L 16-Valve OHV Hybrid	600 HP	500 lb-ft	Corvette Grand Sport
2024	LT7 5.5L Twin-Turbo DOHC	850 HP	825 lb-ft	Corvette ZR1
2025	LT7HP1 5.5L Twin-Turbo DOHC Hybrid	1,000 HP	975 lb-ft	Corvette ZORA

Speculation continues on the more immediate future of what will be the remaining C8 2020 Stingray schedule? Originally it was forecast that the 2020 model year was going to end in August, but five different sources now say the 2020

production year will continue through the end of October, that the HTC will be made starting mid-July, and lastly, that every current C8 which is at 3000 status or higher will be completed as a 2020 model.



Once in a while we get a new to our C8 world, major aftermarket change. Here's a picture of Cicio Performance's 1" lowering collar on the Z51 with its E60 front lift; who said you could not have both lowering and a lift on a Z51 Stingray?



“For those starved for enhanced aero for your C8 yet missed out on GM's only major option, Atomic6Carbon has you covered (including 20% off pricing for MidgineCorvette Forum.com members).

They will have three versions of it, e.g., FRP, painted black over carbon fiber, and in visible carbon fiber. Here's their initial FRP product picture. They will have lots more, non-aero C8 items also coming.

bon fiber, and in visible carbon fiber. Here's their initial FRP product picture. They will have lots more, non-aero C8 items also coming.

What are the C8 passions of Corvette's Color and Trim Manager Brett Golliff?

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/146770-corvette-color-trim-manager-brett-golliff-talks-about-the-c8>

We all have someone specific's C8 videos that are especially enjoyable to us. Those of "SpeedPhenom" are always fun. Here are a couple for your enjoyment:

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/143328-speed-phenom-is-the-c8-corvette-s-dct-better-than-a-manual>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/133728-speed-phenom-attacks-pikes-peak-in-his-2020-corvette>

Thanks again for tuning in this month. I am always happy to assist you in every way I can, reachable via a private message at MECF. Thank you. John.

RETRO: Origin story of Corvette's 'Jake'

By [Marshall Pruett](#) | April 10, 2020 *Racer Magazine*

The typical tale of factory racing teams involves deep separation from its fans. Where privately owned teams, usually of the smaller variety, often become fan favorites due to the open access they can provide, the bigger teams, funded by giant automotive corporations, tend to keep their distance.

The obvious exception to that rule has been Michigan's Corvette Racing outfit, and one of the finer examples was shown in 2007 with a fan-based livery takeover at Laguna Seca.

The American Le Mans Series' season finale, held in late October, gave the factory GT1 team an opportunity to pay tribute to 'Jake,' the skull mascot sporting a Corvette badge as his eyes.

"Jake is the unofficial official mascot of Corvette Racing," Jake's creator, Eddie Jabbour of Kick Design, told the team ahead of the ALMS race in Monterey. "He really came from the team. I was at the 24 Hours of Le Mans in 2004 and noticed that the team had adopted skull icons as a symbol of the 'take-no-prisoners' mentality of those intense 24 hours. In fact, someone had scrawled 'TAKE NO PRISONERS' on the wall of the Corvette garage.

"I thought it would be awesome if there was an icon that truly belonged to Corvette Racing. I scribbled the Corvette flag on a cocktail napkin, then drew a skull around it. I thought the design worked, and the team embraced it immediately."

Corvette Racing added its first Jake graphics to its cars at Le Mans in 2005, placing small logos on the C5.Rs' B pillars. The decision entering the last race of 2007 took the concept to its extreme by wrapping both C6.Rs with dueling inverse liveries as the No. 3 driven by Johnny O'Connell and Jan Magnussen went with Corvette's traditional yellow as its base color and the No. 4 driven by Oliver Gavin and Olivier Beretta was dressed primarily in black.

"Soon he was on the team uniforms, their travel shirts, and on the drivers' helmets," Jabbour said of Jake's adoption in 2005. "It was in sync with what they were about, and the fans recognized that. Now people are flipping out that there are going to be two Jake cars at the last race".



"He's a little edgy, urban, and underground. Young fans get it," Corvette Racing program manager Doug Fehan said of 'Jake.'

With Aston Martin's exit from the GT1 class following the 2006 season, the 2007 title was contested between the two factory Corvettes as Gavin and Beretta won the internecine drivers' championship. It meant the race at Laguna Seca was strictly for pride and honor within Corvette Racing to see which Jake-inspired car could get to the finish line first.

The black No. 4 was triumphant again, as Gavin and Beretta captured their ninth win from 12 races. Although Jake continues to play a role with Corvette Racing, Laguna Seca 2007 serves as the only time he was given top billing by the team.

“He’s a little edgy, urban, and underground. Young fans get it,” Corvette Racing program manager Doug Fehan said 13 years ago. “The special Jake cars are a one-time only deal, just for fun, to make the last race of season memorable for the fans.”

Corvette Racing has withdrawn its new mid-engine C8.Rs from September’s 24 Hours of Le Mans.

By Marshall Pruett | May 11, 2020 Racer Magazine

The decision follows a similar one from the Porsche GT Team, Corvette’s IMSA WeatherTech SportsCar Championship GT Le Mans rivals, which confirmed its exit from the French endurance racing classic last week. RACER has also learned the ACO, organizers of the Le Mans event, were notified of the team’s change of plans weeks ago.

Both withdrawals come in reaction to the impact made by the coronavirus. With numerous furloughs and layoffs affecting the domestic and international auto industry, the calls to cut expensive international marketing campaigns like those involving trips to Le Mans fits the need to reduce expenditures.

More Le Mans/WEC!

Podcast: Who The Hell Are You, Earl Bamber?

FIA Endurance Commission approves Hypercar changes

The Week In Sports Cars, May 10, with Goodwin and Kilbey

“Corvette Racing has a long history of competing at the 24 Hours of Le Mans, so our decision to not participate in this historic race this year was not an easy one,” said Jim Campbell, U.S. Vice President – Performance and Motorsports.

“Several factors played into our decision, including current conditions and the rescheduled timing. We’re proud Corvette Racing has been invited to the 24 Hours of Le Mans over the past 20 years and regret that we won’t be participating this year. We hope we have the opportunity to race at Le Mans again.”

The pride of General Motors’ racing endeavors made its factory debut at Le Mans in 1999 and completed 20 consecutive visits to compete at the 24-hour race, earning eight class victories, with the most recent captured in 2015 with Oliver Gavin, Tommy Milner, and Jordan Taylor.

Like the Porsche GTLM team, Corvette Racing is expected to focus the remainder of its season on IMSA, which completed Round 1 at the Rolex 24 At Daytona in January before the championship was paused due to the outbreak of COVID-19

We all like our rides to be hydrophobic and very shiny, so what do you use? Ceramic coating is not necessarily for everyone but the good ones are great, and if you do them yourself you can end up with a great result and some money left in your pocket. The cost in a lot of professionally applied ceramic coating is in the preparation like paint correction, iron oxide removal and more, but application has become easier with new products. You will want to go here and see if this is something you might want to try: <https://www.carbibles.com/best-ceramic-coating-for-cars/> and for clear coat information go here: <https://www.carbibles.com/best-clear-coat-for-cars/> who knew you could do this yourself?

MUCH ADO ABOUT NOTHING

By: Paul Ennor



With my sincere Apologies to Will Shakespeare from whom I borrowed the title for this month's article, I'll move on with what little I can piece together to write about in a month when there was nothing at all to write about. April is history but because we were all locked-up in our own chosen guided jail cells there was only one instance that I'm aware of where a few of us actually got our Corvettes out of quarantine and did something.

That was an impromptu parade through the ritzy neighborhoods of South Salem to thank medical workers and first responders for their service. It was an odd gathering of various cars and trucks but at least it got us off our rear ends and let us do something other than a trip out for groceries or take-out. Speaking of take-out. Walery's is still making his fine pizzas for pickup which Pat and I do every Friday night. It's easier for us because we live just over the hill from his business but if you feel like getting in the car for a drive, just call in your pizza like you do after a

meeting and drive over the bridge to pick it up. It's a really easy drive now because there's no traffic over here at all anymore. Well at least there's no traffic until the lock-down ends.

Meanwhile at my house we spent a lot of time in front of the TV watching wall-to-wall news coverage of Covid-19 with the occasional chuckle provided from places like the morning Statesman-Journal where proof reading headlines seemed to be an optional pastime for their editor.

In recent days there has been a trickle of information coming out via Email about the C8. I think I heard a rumor that John got his. Another rumors seems to say that Bowling Green may resume production in July. I'm sure this is wonderful news to those members who have put money down and are checking daily to find out when their new Corvette might actually be built.



I'll admit that I haven't followed the factory news at all because I'm not on the list for a new Corvette. I might have been if the Government had stimulated me a lot more, but my stimulus payment won't make that happen anytime this century.

Speaking of rumors. I've heard that the Keizer Iris Festival and parade originally scheduled for May 16th is being tentatively rescheduled for sometime in August. Where Keizer plans to find iris' in August is anyone's guess, but if it happens we might have an August parade to participate in. We'll see.

Meanwhile, it's been entertaining to watch and participate in the on-line video gatherings that have become popular during this lock down.

WVCA conducted its first ever virtual club meeting which went off without too many hitches. Only a few who attended on-line actually used video while the others used the phone-in option which was audio only. This new virtual meeting stuff is so new that not everyone has the hardware, software or skills to pull it off, I know that. It was nice to see a few familiar faces though.



I have an observation based on watching TV news organizations work from their homes. I find myself looking more at the content of people's homes in the background than I spend actually looking at their faces.

Speaking of face shots. After watching my own picture during the virtual meeting, I learned three things; one, place your camera so that it's straight on or slightly above your own face. Up shots of the chin and neck are not flattering. Two, I'm sure getting old and three, I need a haircut bad! I tried to trim what little I have myself and learned that I'm not cut out to be a barber.

Stay safe out there and we'll see each other soon. We're all in Phase-1 now.

WVCA 2020 Events Calendar (updated 27 May 2020)

June:

4th Club Meeting

7th Celebration Parade TBD -
Massey

13th Ghost Tour Club Cruise

July:

2nd Club Meeting

11th Presidents Mystery Run ?

August

6th Club Meeting

8th and 9th Cowboy Dinner
Club Cruise; Julie Hughes

15th Capitol Cars and Coffee ?

September:

3rd Club Meeting

12th/13th Club Cruise spon-
sor?

16th Jacket Night: Peters

18-19 Annual Corvettes on
the Columbia. [Registration
Open Now](#). (this was resched-
uled and is on for now)

19th & 20th Octoberfest

26th Capitol Cars and Cof-
fee: Endless Summer

27th Club Picnic

October:

1st Club Meeting

3rd/4th Last Club Cruise

21st Jacket Night: Kent

24th Halloween Party

November

5th Club Meeting

11th Veterans Day Parade Al-
bany

18th Jacket Night: ?

December

3rd Club Meeting

5th PIR Christmas Lights Run

12th Christmas Party

16th Jacket Night: ?

I love my red Corvette

I drive her careful

'cause she's kid of a pet

*But it's not much fun when
the streets are wet!*

I love her sound

As I toodle around,

I stomp the throttle

*and she pounds the
ground!*

I take off the roof and

*drive with my hair in the
wind,*

She's SO MUCH fun

*Makes me feel like I've
sinned!*

Dan Motley

**F o r
Sale:**

C-5 clear
top. \$450.
Has some
m i n o r
scratches
and one
gouge at
the front
which is
not visible
once mounted.



Contact Dan Motley@ 503-751-1543

With nearly 70 years' worth of production under its belt, the Corvette is no stranger to innovation. In the GM design team's continual bid for perfection, subsequent generations of the Corvette have been host to many unique features and functions, the likes of which have made the iconic American sports car a vehicle beyond imitation.

From subtle convenience features that graced the interior of early generations, to next-level, futuristic functions that have become a mainstay of the line within the past decade, virtually every Corvette ever built has offered its owner functionality and comfort that is second to none.

The following are some of the most unique, interesting, and unusual features found on the Corvette throughout its illustrious tenure as Chevrolet's flagship brand.

Horn Ring Steering Wheel (1953-1955)

The first Corvette debuted to the public in 1953, to only modest reviews. Though the brand's marketplace success lacked in its earliest days, some notable features made these cars unique. One of which was the early Corvette's chrome horn ring that was affixed to the steering wheel. The ring itself encompassed the lower half, inner segment of the steering wheel, branching back inward to connect with the central horn button. However, this feature was not long-lived, as it was discontinued after the 1955 production year.

Another interesting fact regarding the earliest days of Corvette lineage had much to do with the 1953 year model's color choices, or lack thereof. As it turns out, you could purchase a 1953 Corvette in any color scheme you desired, as long as it was a shade of Polo White. Similarly, Sportsmans Red was the only interior color offered that particular year as well.

Sting Ray Under Seat Storage (1963)

As the C1 generation drew to a close, the GM design team sought to develop the Corvette into the car they knew that it always could be. In these initial designs, the C2 Sting Ray was actually to include power seat adjustments. However, this idea was ultimately scrapped, and the depression that remained under the driver seat was converted into tool storage. This feature proved to be short-lived, as halfway through the 1963 production year, this storage compartment was eliminated.

While not necessarily a feature of functionality, the split window found in 1963 Sting Rays also warrants discussion. 1963 was the only year that such a design would be found on the Corvette, and if GM engineer Arkus-Duntov had gotten his way, such a development would have never come to fruition. As it turns out, Duntov was steadfast in his belief that a split-rear window came in poor taste. However, Chief of Design, Bill Mitchell received the final say so, and the rest is history.

Early C3 Removable Back Glass (1968-1972)

When the third-generation Corvette came onto the market in 1968, new strides had been made toward in-cabin ventilation. By this point, an "Astro-Ventilation" system became prominent, which routed fresh air from the cowl area into the car's cabin and out through vents located in the C3's interior. To take this ventilation one step further, the C3 was engineered to feature a removable back glass. While this feature was indeed unique, it did not last and was ultimately nixed at the conclusion of the 1972 production year.

Another interesting design element that the C3 Corvette featured was its hideaway windshield wipers. Much like the flip-up headlights of the C2, these windshield wipers were concealed by a panel that raised and lowered under vacuum control.

Seat Belt Cinch Mode (1984+)

When the C4 Corvette burst onto the scene in 1984, several technological advancements and features had made their way into the latest rendition of America's sports car. One such feature was a cinch mode button for the seatbelt. If you decided to blow off steam and take your Corvette to the track, with the simple push of a button, you could lock your seat belt in place for a snug, harness-like ride. In more recent generations, the same can be accomplished by pulling your seat belt all of the ways out, before letting it retract into place.

A neat hidden gem of Corvette culture also can be found tucked away underneath the passenger side carpeting on late C4, as well as C5 convertibles. Stamped into the metal beneath the carpet are emblems portraying a baseball bat, hot dog, and an apple pie. This came as a direct reflection of the Corvette marketing campaign of the day, (Baseball, Hotdogs, Apple Pie, and Chevrolet).

C5 Corvette Multi-Stage Door Lock (1997-2004)

The C5 Corvette was known for being host to some unique features. One such example of this was the C5's multi-stage door lock. Turning your key one notch will unlock the driver's door, turning a second notch will unlock the passenger's door, and turning the key a third notch will open the trunk. This is just one of the many fine convenience functions that were engineered into the C5.

However, this was far from the only updated design feature found on the C5 Corvette. Other additional points of interest included a blacklight illuminated instrument cluster, new soft touch interior compartment padding, and a relocated emergency brake.

C5 Passive-Entry Lockout Function (1997-2004)

Whether we are willing to admit it or not, we have almost all certainly locked our keys in our vehicle at one point in time or another. However, if you own a C5 Corvette, you do not have much of a problem on your hands at all. Upon realizing you have locked your keys in your C5, wait a few minutes, and then simply shake the car back and forth.

It will unlock, letting you retrieve your keys.

The C5 Corvette was far from just a one trick pony, as it was a complete redesign over its previous C4 predecessor. Some of the most notable changes between generations were the inclusion of a rear mounted transaxle, the new LS1 V8, and hydro-formed frame rails.

Heads Up Display Shift Points (1998+)

It is no secret that the HUD was first found in aircraft, more specifically jets, many years ago. However, Corvette has taken the technology and made it their own. Beginning in the Corvette's 5th generation, shift points have been displayed by the HUD for all manual shift cars. This assists the vehicle's driver in knowing precisely when the time is right to grab the next gear, maximizing performance and efficiency.

However, shift points are not the only item of significance displayed by the Corvette's HUD. The unit also relays data such as engine speed, gear position, and oil temperature. The HUD is touted by many as being one of the finest new features of the Corvette upon the C5's release.

C6 Key Fob Receptacle (2005-2013)

In a world of push-button ignitions and other assorted functions that have antiquated the ignition cylinder keys of old, we are often left to wonder what is in store should our key fob's battery go dead. GM engineers obviously thought this through during the design of the C6, as they included a receptacle that will allow your Corvette to start when the key fob is placed within, even if the fob's batteries are dead.

This was a noteworthy design feature for the Corvette, as it served as a means of fail-safing the newly reconfigured ignition system. The C6 was the first generation of Corvette to forgo the use of an ignition cylinder, instead opting for a rocker switch ignition.

C6 Turn Signal Lane Change Feature (2005-2013)

Sixth generation Corvettes feature a unique function that allows drivers to signal their intention to change lanes, by simply manipulating the turn signal lever half-way in the direction in which they wish to signal. This causes the vehicle's turn signal to flash a total of three times. The presence of this function eliminates the necessity for manually disabling turn signals upon completing a lane change.

Although not widely known, the C6 Corvette owes thanks for many of its technological advancements to the Cadillac XLR. A number of the C6's features, such as the pocket transmitter key fob, were holdovers of tech used by the XLR.

C7 Wiper activated Headlights (2014-2019)

When designing the 7th generation Corvette, GM engineers implemented a feature that was not only helpful, but looked out for the safety of consumers as well. C7 Corvettes feature a

function that automatically activates the vehicle's headlights, whenever wiper functions are enabled. GM felt that it stood to reason that heavy rain could potentially signal a visibility issue, and therefore headlights should be simultaneously engaged as well.

Though creature comforts found on the C7 have certainly bolstered its popularity, little has drawn as much attention as the car's tenacious performance. The C7's LT1 small-block is capable of turning out an outstanding 450 HP and 450 ft./lbs. of torque.

C8 Front Lift System (2020)

When designing the 2020 C8, engineers figured out a way to thwart one of the Corvette's biggest enemies, the speed bump. The purchase of an optional \$1495.00 Front Lift System package, allows Corvette owners to raise the front end of their vehicle by two inches, in an attempt to avoid dragging over speed bumps. As if this isn't enough, a C8's owner will then be prompted to select whether or not they would like this location stored. Upon reaching a stored location, the C8's front end will automatically raise without a driver being forced to intervene. Up to 1,000 locations can be stored simultaneously.

The vast number of far reaching functions that the C8 showcases is only a drop in the bucket to its overall appeal. Undeniably remarkable body lines and a powerplant that offers those that test its merit the thrill of their lives, couple well with the C8's numerous amenities to create a performance car unlike anything to come before it.

C8 Stealth Mode (2020)

Another unique feature of the 2020 Corvette is the availability of an in-cabin stealth mode function. This feature allows drivers to minimize the brightness of, or otherwise blackout all readouts on the vehicle's digital display other than the speedometer. This is of immense value when roads are unlit, and visibility lacks. Simply put your C8 in stealth mode, thereby avoiding blinding light from the dash itself.

This enhanced visibility will come as a welcome trait for drivers who seek to push their C8 to its limits on the track, even after the sun has dropped below the horizon. The C8's LT2 powertrain is rated as producing 495 HP, and is capable of pulling off 0-60 MPH times of just under 3 seconds, meaning you will be having far too much fun to call it a day just because the sun has set.

[Josh Boyd](#)

Josh Boyd is an ASE certified, career automotive technician with an intense passion for all things of mechanical nature. He resides with his wife and children in Bowling Green, Kentucky, the home of the Corvette. Whenever Josh does not have a wrench in his hand, he can be found in the woods or on the water enjoying the great outdoors.

The Corvette Team with Corvette Chief Engineer Tadge Juechter and Corvette Product Manager Harlan Charles came together via the Virtual NCM Bash this afternoon to give us an update on what's new with the Chevrolet Corvette. Exterior Design Manager Kirk Bennion was also expected but was unable to join the conversation. Once again, we cannot share the video as the NCM wants to keep the exclusive on it, but we are able to show the important slides as they were presented.

The NCM Bash is an annual rite of spring that the Corvette Team loves to participate in as it's a great opportunity to hear directly from customers. They were especially disappointed that they couldn't be here in person this year as many customers with their new C8s would have been in attendance and it's an experience that they will definitely miss.

The annual "What's New with Corvette" seminar usually takes a look in the past before going to the future, but we are going to skip over some of that for now and jump into the stats and the latest news for the 2021 Corvettes.

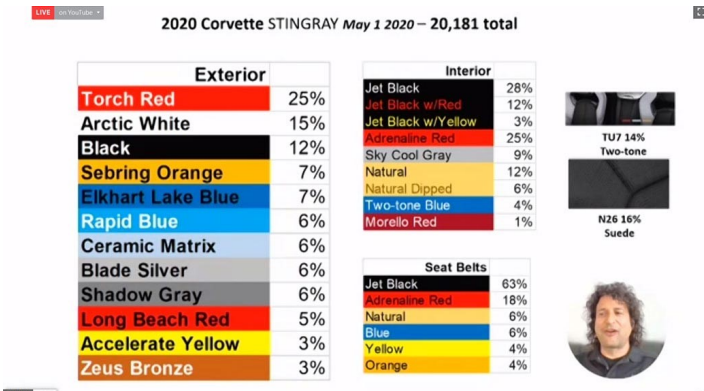
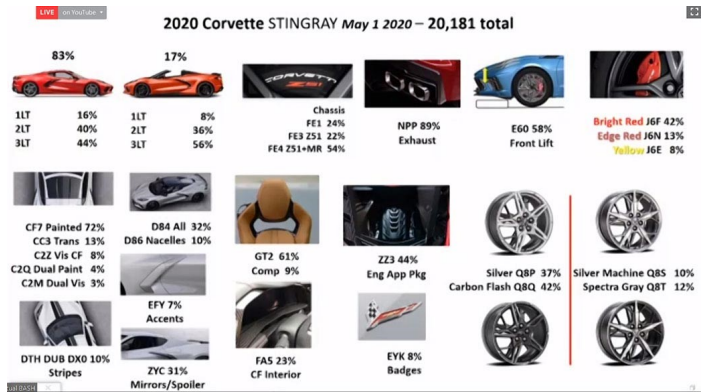
2020 Corvette Information

For the 2020 Corvettes, the team shares with us that they have a total of 20,181 orders through May 1st and the stats look at both completed cars and those orders in the order bank waiting for production. Although sales have slowed during the pandemic, the Chevrolet Corvette still leads the Luxury sports car segment and Harlan says once production and sales restarts, those sales numbers will be even more dramatic. Also included here are the slides for Exterior Colors as well as Option Penetrations.

US 2020 CALENDAR YEAR DELIVERIES
Lux Sport Segment Ranking Jan-Apr

Rank	Model	2020 CY	2019 CY	% +/- 20 vs 19
1	Corvette	4,977	5,948	-16.3%
	volume	4,977	5,948	-16.3%
	% of segment	29.3%	30.5%	
2	911	3,128	3,549	-11.9%
	volume	3,128	3,549	-11.9%
	% of segment	18.4%	18.2%	
3	BMW 8	1,654	876	88.8%
	volume	1,654	876	88.8%
	% of segment	9.7%	4.5%	
4	AMG GT	998	984	1.4%
	volume	998	984	1.4%
	% of segment	5.9%	5.0%	
5	Z4	806	472	70.8%
	volume	806	472	70.8%
	% of segment	4.7%	2.4%	
6	Lambo	806	764	5.5%
	volume	806	764	5.5%
	% of segment	4.7%	3.9%	
7	Ferrari	724	823	-12.0%
	volume	724	823	-12.0%
	% of segment	4.3%	4.2%	
8	Aston	622	500	24.4%
	volume	622	500	24.4%
	% of segment	3.7%	2.6%	
9	F-Type	555	915	-39.3%
	volume	555	915	-39.3%
	% of segment	3.3%	4.7%	
10	Cayman	413	711	-41.9%
	volume	413	711	-41.9%
	% of segment	2.4%	3.6%	
	Total Lux Sport Segment	16,973	19,504	-13.0%

The Corvette Team also shared the new Genuine Corvette Accessories coming to the 2020 model that includes the cargo liners and floor liners featuring the Corvette Racing "Jake" logo. The prices for those are \$135 for the Cargo Liner and \$195 for the



floor mats. Tadge says they are great as they fit perfectly in the car and with the floor mats, you just pull them out and hose them off to get them clean. The Team also shared photos of the new C8.R rendered car cover which is priced at \$1,195. During the Q&A, it was confirmed that it will come in the Yellow #3 configuration first, but Silver could possibly be added later based on demand.

With the production of the 2020 Corvettes restarting this week, the Corvette Team is acting like this is a new start or a new relaunch for the model. To try to get as many of those previous orders completed, the team has pushed back the 2021 model year rollover until later in the fall.

Available Now 2020 Corvette

CAV Contoured Cargo Area Liners with Corvette Racing Jake Logo



MSRP \$135

RIA Contoured Black Floor Liners with Corvette Racing Jake Logo



MSRP \$195

NEW C8R RENDERED CAR COVER



MSRP \$1195

Although they don't talk dates, we know from the previous dealer communications that the 2020s will end at the end of October. Tadge says they made a promise to customers and are trying to deliver as many 2020 Corvettes as possible.

What's New with 2021 Corvettes

The news for the 2021 Corvettes was so big that we put it in the title of this post. The Corvette Team has confirmed that the 2021 models base prices will see no price increases from the 2020 model year which starts with the MSRP of \$59,995 for the 1LT Stingray Coupe. "We want to do the right thing by our customers," says Tadge but he does say there may be some pricing changes in some of the other options. This is a fantastic move by the company which, as Tadge has acknowledged, is used to raising prices of new Corvettes in the second year of production when the cars are still hot. I know a lot of people who are going to appreciate this news!

FE2 MAGNETIC SELECTIVE RIDE CONTROL

2021 Four Chassis Choices

- FE1 – Standard chassis
- **FE2 – Magnetic Selective Ride Control**
- FE3 – Z51 Performance Package
- FE4 – Z51 with Magnetic Selective Ride Control

- FE2 includes adjustable spring seats
- Tour / Sport / Track Settings



Harlan and Tadge shared some of the new content for the 2021 model year that includes the Magnetic Ride Control being available as a standalone option (FE2). The team is also introducing two new colors that we discussed earlier this year. Blade Silver, which Harlan says has been on the car since the 2009 model year will be replaced with the new Silver Flare. Tadge describes the color as "liquid metal" and the rendering appears to be an apt description. The other new exterior color is Red Mist Metallic which replaces Long Beach Red. This color was described as a completely new kind of red and Tadge again says it looks like it "glows". He was so much impressed with the color that he said it has been ordered for the 2021 pre-production model that he will drive once ready.

There will be some additional content coming to the 2021 models which will most likely be discussed later in July when ordering is expected to open for the 2021 model year Corvettes. During the Q&A session, someone asked about "Jake Racing Stripes" and Harlan indicated that its something being worked on now.



After a brief Question and Answer Session, Tadge and Harlan signed off. Although this Virtual NCM Bash was informative and interesting, there is no substitution for being there in person. Although this wasn't the easiest venue for the team to provide these updates, they made the best of it and we appreciate their efforts as well as the staff of the National Corvette Museum to bring us this great news!

From CorvetteBlogger.com by Keith Cornett

(Cont from page 1) I suspect that they are waiting to see if Marion County has been granted (Covid-19) Phase 2 Status by the Governor, before they re-open the use of their conference room to outside groups.

In the meantime, we might want to look at other possible alternative meeting sites, as a back-up plan just in case we cannot use Capitol Chevrolet's conference room, for our next meeting. Any ideas or suggestions in this regard will be appreciated!

On a happier note, we are officially re-opening our Activities Calendar and are back in the business of scheduling and planning fun CORVETTE related activities! Much thanks go to our WVCA Vice-President and Activities Chairman Shane Massey and the Activities Committee for getting the event's gears moving again! Some of the highlights in this regard include: Sunday's Child's Chemo Parade June 7th, Ghost Town Tour, June 20th, President's Mystery Run, July 7th as well as a Cowboy Dinner Tree event, Halloween Party and Holiday Dinner later in the year! Also, other activities will be occurring!

In addition, to these scheduled WVCA events, I am encouraging our members to take the lead in coming up with "Flash" or impromptu cruises and get togethers! Buzz has long been known for coming up with fun events (usually with short notice) that do not require a lot of time, planning or expense! They can be as simple as getting a couple of CORVETTES together and having breakfast at (for example) the Half Penny or the Hitching Post! Two weekends ago, we got word from Rob of an impromptu Cruise-In in Salem and, as a result, about 15 of us showed up with 30-40 other cars for a very fun 2-hour visit! We are now a 90+ member organization and as such, collectively, we have a lot of good ideas for fun activities that we need to share with our fellow WVCA members! SO, LET'S HEAR FROM YOU AND LET'S GET TOGETHER AND DO SOMETHING FUN!!!

As a final issue, it is time for us to decide if we want to have a Car Show next year, or not? And if we do, we need to start planning for it very, very soon and we also need to reserve the Carousel Park at least one year before the event. A requirement for reserving the park, is to pay an upfront fee, which last year was \$1300! Not sure what that will cost this year, but my guess is, like just about everything else, that price has probably gone up!

Another issue is that, at this point, we really have no idea if Capitol Chevrolet, will be again interested in sponsoring us. As you know, they gave us \$5000 two years in a row towards the expenses for our last two shows! In addition, we also received several thousand dollars from other sponsors, which combined helped us to put on expensive, but very impressive car shows. With the recent economic hardships experienced because of Covid-19, it is probably going to be more difficult for us to get the kind of sponsorship money that we have been fortunate to have received in the past!

An additional issue is that planning a Car Show, involves

the need for many people who are willing to voluntarily dedicate many hours of HARD WORK, to the effort!!! And of course, there has to be a LEADER/CHAIRPERSON of the Car Show Committee, to organize and keep the entire process coordinated and on-track! For the last two Car Shows, that role was very skillfully and competently fulfilled by Kent Muhle! Unfortunately for us, Kent will not be able to assume that role, should we decide to do a Car Show next year! However, Kent would be able to advise and assist any future Chairperson of the Car Show Committee!

So, I need your thoughts about:

Should we have a Car Show next year?

Do you want to be the Chairperson of the Car Show Committee?

Do you want to be a member of the Car Show Committee?

Should we wait for another year before deciding any future Car Show?

Please keep in mind that the WVCA belongs to ALL the members and we all have a stake and a say as to where we go as an ASSOCIATION!!!

Shannon and I are looking forwards to a resumption of fun CORVETTE-related activities, with the COOLEST CORVETTE owners anywhere!!! Hope to see you soon!!!

Best Regards,

Stan W Czerniak

President, Willamette Valley Corvette Association

A snail decides to buy a car...There's this snail. All his life, all he's ever wanted was a little red corvette, convertible, with a big black "S" painted on the hood. He saves and saves and finally buys his life-long dream. He pulls out of the dealership and his driving down the street, proud as can be. Two guys, waiting at a crosswalk, spot the snail in his new car, and one says to the other, "hey man, look at that S car go!!!"



You've had a bad day but...

The parachute company says you'll get a full refund.

The flesh eating virus barely touched your other arm.

Imagine what would have happened if your ex-wife had a *good* lawyer.

The fertility drugs worked 4 times better than expected.

The insurance company said they will pay the full book value of \$455 for your 1966 Corvette.

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
Robert and Kathleen Ridge Roger and Maryann Burgess Steve Halverson
Kent Muhle Special Advisor

Budget

John Elegant (chair) Julie Hughes Jim Tiano Jennifer Anderson

Activities

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

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

Place
Stamp
Here