



**CORVETTES**  
*Salem, Oregon*

# GLASS SASS



VOLUME 42, ISSUE 3

MARCH 2020

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**President  
Stan Czerniak**

Well the Month of March has finally arrived, which means that we have entered the tail end of Winter and are rapidly approaching the front end of Spring! This is the time of year when most of us begin to think about taking the Car Covers off from our GLASS TREASURES, starting our engines and heading off down the highway, with a HUGE smile on our faces!

Although, to be completely fair to the weatherman, I have to admit that over all we have had a very mild and drier/warmer winter than we usually have! So, I can't really complain much about the weather that we have had during the last couple of months! In fact, I have seen more

CORVETTES on the Oregon roads this winter than I ever have since the days that I lived in Arizona and Florida!

At any rate, it is nice to know that even better weather is ahead and soon we will often be seeing Buzz driving around with his top down, in his beautiful Black Rose convertible Grand Sport CORVETTE! Of course, if you know Buzz, you probably have already seen him driving with his top down even when it was very cold and rainy outside! Now there is a man who doesn't have to wait for a PERFECT DAY to enjoy his CORVETTE!!! (Cont . P 4)



**Vice President  
Shane Massey**

Hello everyone, It's March already. It was nice seeing all the Corvettes at the meeting this month. The meeting was fun and spirited as usual. Spring and driving season is coming, soon our schedules will be full of fun stuff to do in our corvettes.

We created our schedule for the whole year, so that it would be easier for the club to be able to have great events. We need the club's support and help to make that happen.

The club needs your help. Our next big event will be the IRIS festival. Only one person has signed up to help with the Iris Festival Committee. We need a Committee chair and helpers. Please, let me know if you can help.

I would like to say thanks to all that volunteer their precious time and energy to make the club so great. I really enjoy the time I spend with each of you. Andrea and I think you are our car loving family.

Everyone have a great March and Drive!!!!

**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**

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**Car designers are just going to have to come up with an automobile that outlasts the payments.**

**Erma Bombeck**

## **MEETING MINUTES**

### **WILLAMETTE VALLEY CORVETTE ASSOCIATION**

MARCH 5TH 2020

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

**Guests:** Rob Louthan and Ken Outfleet

WELCOME!!!

**New Members:**

**Birthdays:**

- 2 – Della Edwards
- 2 – Dave Schwerdt
- 3 – John Edwards
- 13 – Bill Selman
- 13 – Gary Burton
- 16 – Jennifer Anderson
- 18 – Stan Czerniak
- 24 – Shelly Paddock
- 29 – Sandra Kafka
- 31 – Julie Hughes

HAPPY BIRTHDAY!!

**Minutes Report:** Andrea Smothers

Changes to previous minutes:  
None

Motion to Accept: Wayne Kreger

Seconded: Shane Massey

Vote by membership: Unanimous

**Treasurers Report:** Kelly Smothers

Amount in Checking:  
\$4,492.22

Amount in Savings:  
\$10,609.66

Amount in Petty Cash: \$46.00

Total All Accounts: \$15,147.88

Motion to accept by: Julie Hughes

Seconded: Ken Arck

Vote by membership: unanimous

Dan? Has a C5 ignition switch for sale and is willing to donate the funds from the sale to the club if anyone is interested.

**President's Report:** Stan Czerniak

**Upcoming Events:**

March 7-8 **Salem Roadster Show** at the Oregon State Fairgrounds

More info at: <http://www.salem-roadstershow.com/>

This year it will also include the Salem Unique Street & Car Culture Show

March 20-22 **Portland Roadster Show** at the Portland Expo Center

More info at: <http://www.portlandroadstershow.com/Show-Info>

**Vice President's Report:** Shane Massey

**March Jacket Night, Friday 20 March:** Café 22 West, 5172 Salem Dallas Hwy NW, Salem, 6:30 pm. John Elegant is the host and needs meal selections in advance.

Still looking for hosts for the November and December Jacket Nights. Also need three hosts for cruises during the summer.

Sign-ups still available for:

June 13 **Ghost Tour** day cruise

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

Signup sheets are available for people to chair or join event committees. This will allow the committees plenty of time to plan and make arrangements.

The new calendar format has been added to the website.

Two of the Capitol Cars and Coffee events now have a lunch sponsor from KFC. If you are interested in hosting a lunch after one of the events let Shane know.

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

[vp@willamettevalleycorvettes.com](mailto:vp@willamettevalleycorvettes.com)

**Salem Auto Club Council (SACC)** Notes from Shane:

Some of the Cherry Blossom sites will be changing. The last stop will be at the Scenic Valley Farms and will be hosted by WVCA.

**Brooks Powerland Park** joined the SACC and wanted everyone to know about the All-Comers Rendezvous event in June from 8 am – 4pm

**Rollin' Oldies** 30<sup>th</sup> Anniversary in September in Lebanon.

Next month Bob Toycen from Northwest Corvette Association will be attending the meeting to talk about their car show on August 22<sup>nd</sup> in Portland.

**Bowling Green Update:** Ken Arck

Not a whole lot to report. The first shipment of C8s went out.

**Tech Time:**

John Elegant gave a firsthand report on driving the new C8. The car is so easy and so comfortable to drive. The interior is well designed and very comfortable. The passenger can see all the gauges, reach all the adjustments and the passenger can see the rear camera view. The A pillars are narrower improving the visibility. Two serious negatives, the 1LT, unless you're buying the hardtop convertible, does not come with the camera system. Visibility out the back is terrible without the camera system. Also, there is not much room in the car for anything. There is no room behind the seats. There's not enough room here for all of John's comments on his experience but he obviously loves the C8.

Kelly and Andrea Smothers have continued on their corvette upgrade journey. Nearly every body panel was removed over the course of two full days. 28 parts were taken to get hydro dipped at CHG in Borning, Oregon.

**Trivia:**

What was the first Corvette body mold made out of? Mahogany

How many different body pieces were on the first Corvette? 46

**50/50 Raffle**

\$109 collected

\$55 to the club, \$27 to two winners.

The meeting was adjourned at 7:30 PM

Hats off to you Buzz, that what these cars are meant for i.e., to DRIVE!

Speaking of rain, on Friday morning (March 6<sup>th</sup>) I drove my Z06 from Eugene to Salem to get it parked and set up for the indoor Salem Roadster Show. Which, in my opinion, is one of the best Car Shows in Oregon, as it is an Invitation Only event, and with few exceptions, usually has mostly really nice cars in attendance! Prior to this show, I spent two days cleaning and shining ever inch of my CORVETTE, inside and out, including the inside of the wheels and under the hood! Although, rain was in the morning forecast, I figured that if I left my house early enough, I could beat the rain before I got to the State Fair Grounds! Well, I almost succeeded but not quite! In fact, I drove all the way from Eugene to the outskirts of Salem without a drop of precipitation. But when I went past Hwy 22, the rains began and continued throughout the day!

So, to make a long story shorter, when we arrived at our assigned Car Show building the "Demon Shark" was pretty wet and in need of a good drying and detail, yes including the wheels and under the hood! So, what did I do? Well I got to work drying and detailing, while my excellent and highly skilled "wheel cleaning expert/ specialist" named Shannon, went to work like an unstoppable, unleashed tornado!!! Take it from me, there is no better detailer specialist, in the world, than Shannon! And in no time (4 hours) the Demon Shark looked better than ever and car show ready! Thank you for your unparalleled work Dearest, you really are appreciated!!!

The Salem Roadster show was a lot of fun, especially knowing that three of the cars and a highly customized Harley entered, were there by Invitation Only and were owned by members of the Willamette Valley Corvette Association! To be more specific, Ken and Pam Marshall showed their MEAN Elkhart Lake Blue Metallic 2019 ZR1 CORVETTE; Don and Sherie Chandler showed their beautifully restored Red 1970 CHEVELLE SS and highly customized/gorgeous HARLEY and Shannon and I exhibited our Shark Gray Metallic 2016 Z06 CORVETTE! If you want to see photos of these cars, please see the message that I sent to all members on Monday March 9, 2020 or go to the WVCA Face Book page!

Although the cars, trucks and bikes at this show were great to see and drool over, the most fun was found in visiting and talking with the over 20 WVCA members that Shannon and I saw during our two days at the show! What a great and fun group to be associated with!

Also, before ending this month's message, I want to offer my sincere thanks to Wayne and Janet Kreger, who, on the night of the March General Membership Meeting (and knowing that it was going to rain sometime the next morning) , offered to let us keep our car in their garage and also to stay at their home that night, so we would not have to drive in the rain from Eugene to get to the Salem Roadster Show set up activities on Friday! Wayne and Janet that was very nice and we sincerely appreciate your kindness and thoughtful invitation!

In closing, everyone please stay safe, well, healthy and get out there and enjoy yourselves (especially with your CORVETTES) any chance that you can! HAPPY TRAILS (ROADS) to you!!!

Best Regards,



Stan W Czerniak

President,

WILLIAMETTE VALLEY CORVETTE ASSOCIATION





# A Corvette guy's thought on the Cold Dark Days of Winter

By: Paul Ennor

January, February Oh how I dread these months! Can there be any colder damper, darker depressing time of year in the Willamette Valley? The Corvette is even wrapped-up in a blanket, You'd think that a guy who's a native Oregonian would have grown used to the weather here after 70-years, but "no, I have not". Perhaps it's the fact that my chosen hobby is Corvetting that contributes to my dread of the months of January and February. There's nothing to do that interests me this time of year. Some Oregonians go Skiing. I tried that once. Just once! How do people stand up on those things? Laying on your side in the snow with a couple of 2x4's strapped to ones feet sure didn't seem like very fun to me. Other Oregonians go steel head fishing. I've tried that too. Again, just once. Standing in a near freezing river with cold numb fingers casting silver flashers into a river while icicles hung from my fishing rod and waiting for some nonexistent fish to take the bait wasn't my idea of fun either. In my much younger and more foolish years, I was in my 20's at the time, I tried winter dirt bike riding with a group of friends from another car club. This was way back before I bought a Corvette. I guess I thought it was fun at the time, that is until I almost broke my ankle one day way up in the Tillamook State Forest and drove home alone in my El Camino, in pain all the way, covered with mud and blood and wet to the core.



Some Oregonians escape the damp dreary months of winter by traveling to Arizona. I tried that last year but the long round trip up and down I-5 through California to Yuma in a Jeep Cherokee just to see the sun for 10 -days didn't excite me much but it did dry out the inside of my Cherokee and made me look forward to two things; Spring and Driving my Corvette again. Enough of that. I thought I'd tell you about some of the things that WVCA used to do in the winter way back in history.

## Corvette Mall Car Shows:

In the early 1990's indoor shopping malls were all the rage and every city had at least one. In Salem it was the Lancaster Mall. In Albany, Heritage Mall. Both were desperate to attract foot traffic in the winter after the Christmas season ended. Because of that the mall managers were always more than willing to let our club use the malls as a nice dry place to display our Corvettes and our members were excited to get out of the rain and put on a display. We could get 15-20 cars in Lancaster and did so for several winters in the early 1990's. It was a fun event. We couldn't get quite as many Corvettes inside in Albany but we did that mall show a couple of years too.

Club members got together and made our own trophy plaques for these shows. We'd do this at some member's home. Here's an example from the 1994 show:



## Other WVCA Winter Activities from History:

For a few years we got together and had chili cook-offs. These were always held at some members home. We were a smaller club then and everyone could fit in one house though it got cozy a few times.

Sometimes we'd gather, again in a member's home for a Valentine's pot luck. Those were fun too. Once I remember one of our members rented a mobile hot tub and we all showed up to soak in a hot tub in a trailer in their driveway. A few times we'd get together in some members garage or shop and have a tech session where we'd learn some detail about Corvette mechanics or even help clean up a Corvette for the anticipated summer. Of course, all of these events were well lubricated with enough beer to keep us from dwelling on the cold wet weather outside.



## Mid Engine Monthly Update (John Elegant)

This month's will be quite different for I was invited by GM due to the [www.MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com) to attend its first session of the "C8 FirstDrive" program. We spent day one driving on curvy country roads outside of Las Vegas including the Valley of Fire, then day two entirely on Spring Mountain's tracks. Here is the first half of my each day's reviews — each with a link should you wish to read the second half.



### **My C8 Drive: Day 1**

The C8 is terrifically TAME and the C8 is Fiercely FEROCIOUS! *It's all up to the driver.* You pick your superlative, and driving the C8 is better than that, whether you just beat your golf handicap by five strokes; finished the most flavorful and tender steak you have ever had; sat on the best beach watching a wonderful sunrise; or just spent the day on a friend's yacht going close haul in a stiff breeze. Driving the C8 is better than all of those and candidly, a hell of a lot easier than driving my superlative C7 Z06 was.



I just completed GM's "C8 FirstDrive" first day program. Thanks to my being a co-founder of the [www.MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com) for that being the basis of my GM invite to this two-day program. We drove the C8's in the beautiful splendor of the Valley of Fire and on similar country roads not far from Las Vegas. It was a superlatively fun experience. Here's one of today's roads that we "exercised" the C8's on.

Piloting a C8 is both a really friendly experience and a most satisfying one. Yet it is exhilarating — for it is as if your driving skills just got improved. It is so comfortable, yet so capable too. And yet a silver lining of the strike, the cars we are driving now have some improved software/system refinements since six months ago when the first reviewers evaluated them, i.e., some of the DCT, ECU, steering, braking, and suspension software systems have been refined since the C8's first media tests six months ago. The strike's extra two months of C8 development had so many downsides, yet had one silver lining!

I must admit that I have never driven a mid engine before, so I am not capable of making a comparison to driving other ME exotics. I do however, have over 2,000,000 miles of driving all kinds of vehicles, including over 250,000 miles of very spirited, curvy, country cornering front engined Corvettes and other sports cars blasting down scenic, isolated, and mostly-mountainous roads.

When at last August's NCM 25th Anniversary Event, I individually approached ten of the top members of the Corvette team and asked them, "what is the ONE thing you enjoy most, surprised you most in a positive way about the C8?" Every single one responded identically, saying "it's the driving experience." They were so right!

Driving a C8 is totally instinctive. It is so much easier to consequently have your driving be much more precise. Coupled with the far better forward visibility, you can carve country corner apex's close to perfectly (and I am far from a competitive racer). Again, I can't wait to get onto the track tomorrow at Spring Mountain. Just driving today around in either a calm or a very spirited pace, you get to concentrate on the minutiae of setting up your car for each corner — WITHOUT YOUR EVEN REALIZING YOU ARE DOING THAT for your eyes, brain, hands and feet are all together around the center of gravity all together; thus you and the car are so easily coordinated without your thinking about what you are doing.

At the same time, especially for those of us who have always driven a manual trans before (me owning 53 vehicles in a row), you are the furthest from being bored, instead feeling, "so this is how easy driving such a fast sports car can be." We learned in our first educational session today that Harlan drives his C8's DCT exclusively in manual Trans mode. Even today my first day, with the exception of returning to rush hour traffic on Las Vegas Blvd, I was 80% in manual mode — and once I really get used to C8, I will be living in manual trans mode too. I also love that you can easily and on the fly change the "quickness" of the DCT's shifts through the driving mode control. Want you trans shifts to be butter smooth to the point you do not feel them, you can do that; or if you instead want to be jerked into your seat as you hammer the throttle with the trans set for quickest shifts possible, you can choose that too.

Steering is easy (love the squircle wheel for its functionality and its looks), braking is progressive and super easy to modulate, and shifting is faster than a speeding bullet if you set it up that way, for full acceleration is almost neck-whiplash-inducing. For those who have never gone faster than 0 to 60 MPH in under 3.0 seconds before, you are in for such a treat!

Being repetitive with some other previous C8 evaluator's comments, I am glad I was in the driving position most of the time, not just because I love to drive but because that is THE SEAT that controls the car. You make almost 100% of the decisions! While your passenger does choose their seat heat and cooling settings, fan speed, and their cabin's temperature, but beyond that, well one is going to need a six foot crow bar to ever again get me into the passenger seat. Today I also spent some time in the passenger seat, and even there are some really nice enhancements over the C7 and all earlier Corvettes. First there is the much better view out the front, and second coupled with the rear camera mirror for 2/3 LT's, BOTH the driver and the passenger easily see what is DIRECTLY BEHIND THE CAR AND EVEN SOMEWHAT TO ITS SIDE.

For those who have read that it takes a while to “get used to” seeing out the rear camera mirror, neither I nor CorvetteBlogger took more than a few seconds to LOVE and totally adjust to that view. The only negative is if the sun is low in the sky and directly behind you, you can get a little glare in the camera mirror.

When that happened for a short time, I just changed the mirror to its traditional view — but as soon as I changed direction, immediately flipped the small switch and moved back to the rear camera mirror’s view. (For the rest of day 1: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/113865-my-c8-drive-day-1>)

## **C8 Drive Day 2: My Tracking The C8:**

Today we drove all day at Spring Mountain Motorsports Ranch. To say the C8 is thunderously alive in its track element would be accurate. Skipping ahead out of turn to my personal day’s highlight...

Alex MacDonald is GM’s Vehicle Performance Manager. He is not just an outstanding engineer, friendly, enthusiastic and not so coincidentally for his current job, is an amazing road racing talent. As one specific on the Grand Course at VIR, Alex’s C7 Z06 lap time was/is better than Jim Mero’s (and we all know have the ultimate respect for Jim’s incredible many Corvette track records he set and still has at the Nurburgring).

Alex was my driver today for autocross hot laps. I had previously done some autocross laps myself. Even for me, the C8 stuck in corners I wasn’t sure I was going to get through, e.g., staying within the cones while I thought to myself, “uh-oh, I overcooked this corner, might skid and hit the cones.” But I never did. Mid way through that track exercise, Alex joined us there. The ever self-effusive Alex, when I asked him if he would drive me on some hot laps of the autocross, he said, “autocross skills are not my specialty.” To say he was light years faster than I would be another massive understatement. What a treat to be driven by GM’s C8 development hot shoe!

Returning to a more organized review of our day today, we started with an edu-session by Alex on the many key improvements and attributes of the mid engine Corvette. Slides from that presentation will be posted in a separate thread tomorrow.

What a treat was next, a 1 to 1 opportunity to meet with at least fifteen of the key members of the Corvette team as we individually walked around so many memorable Corvette C8 development accomplishments and components. Right there, closet to where I was standing me was the original Holder ME mule (key pictures of it, including without is fake body cladding, are in another post below). Next to it were pictures of two on the original, double-thick, camo-clad C8 mules we saw on the streets starting in October, 2017. The LT2 engine display was in another corner, then the DCT, the C8 cutaway and many more C8’s major components were all in this large room.

At each location were one or two key GM staff involved in that part of the car’s development — again to answer our 1-to-1 questions. Michelin’s C8 tire development engineers and similar engineers from Brembo were also there with their displays to discuss those components and to answer our individual questions.

But enough of non-track stuff, the most important takeaway to me was that for those many of us who have never owned a mid engine sports car, please forget the oft-repeated rumors that the adjustment to tracking a mid engine sports car is going to be challenging. Not saying I am now skilled at it, but it is so easy to attack each corner, then unwind the wheel as you blast down each straightaway, then brake before heading into the next corner. With its much better forward visibility, steering to the exact right apex point went well. The C8 is so easy to drive at an extremely spirited pace.

Was I driving at close to 8/10’s of what a SCCA champion or Spring Mountain instructor could do? Not even close. But I did have as much fun today as they do! Again, it is so easy to drive a C8 on a track in an fast manner. As I noted yesterday, having one’s personal CoG being located at the car’s CoG increases one’s cornering comfort, improves your driving skills and thus your speeds nicely. At the track today it was even more pronounced that you no longer even subconsciously translate the front engine Corvette’s CoG not being where your own center of gravity is, for as we all know a C8’s COG is at the driver’s hips.

As Alex MacDonald noted, that whereas in a front engine car there is a 200-millisecond delay between the front of the FE Corvette starting to experience cornering forces and then later our body starting to



experience those same turning moments, there is no such delay in a C8.

I enjoyed using the shift paddles in manual mode driving around the track at the maximum speed I could master. I never once lost it, but there were a few seconds of adrenaline rush; it was such fun driving corner's at the limit (well, at my limit). We did this in typical Spring Mountain style of an instructor in a ZR1, followed by a couple or three following C8's following — as the instructor over the two way radio giving us continued gentle coaching on how to further improve our skills, and also tips on mastering the very next corner. I hit some corners really well, carving the apex perfectly, then powering out of it while unwinding the steering wheel as the instructor comments. Other corners, well let us just say I need to come back to Spring Mountain as part of its C8 Corvette Owners School to do some “more learning.”

I choose to track lap drive both in the DCT's standard “D” trans mode and “M” mode. While we were told that even for pros the “D” mode is faster, I sure enjoyed using the paddles too. It was my substitute for my not having the clutch pedal as I have enjoyed for over 50 years continuous. Was it just as much fun as shifting traditionally? It was for me today. The D mode shifts are so incredibly quick and precise, both going up and down the gears. I will say as a DCT operates so differently than a manual, and with the closer spaced 1-6 gears of the C8, that downshifting rev match sounds were less pronounced than there were in my manual trans C7 Z06.

We also watched the SM driving instructors, both with and without passengers, demonstrating launch control, with each time the C8's screaming from 0 to over 60 in a delightful burst of sound. At one point I stood off the side exactly at the start line, watching each passenger's head be violently thrown into the headrest as the car vaulted forwards, rear tires screaming initially then quickly fully-biting and gripping the car forward.

The hot laps that we were given, again driven by the Spring Mountain instructors, were beyond surreal. To experience how fast a C8 can corner while retaining perfect control was amazing. Those instructors are so skilled! And to top it off, when the hot laps were over, some instructors noted to their passenger, “that was an 8/10's” lap. I truly was gloriously happy at 8/10's (I sure did not “need” to go any faster).

While others will find some things that they do not like about the C8, the last couple of days were truly a top ten experience in my life. I can not wait to get our own C8! We already have a couple spirited curvy country road trips already planned, plus of course excitedly returning to Spring Mountain for the C8 Corvette Owners School.

**I can not wait until you get your C8 and get to experience your joy of driving it!** [For the rest of the C8 at the track review: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/114262-my-c8-drive-day-2>

Other good C8 news is popping out of Chevy that they will soon release 24 new Owner Oriented C8 “How To & Info Videos”: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/113937-24-new-gm-c8-videos-coming-real-soon-to-help-us-learn-more-better-operate-our-c8's>

The most anticipated news out of the C8 FirstDrive event was GM reaffirming that the timetable from the first C8's to arrive at dealerships remains the end of this month or early next month. We can't wait. I personally can not wait after having my phenomenal new Corvette. It is scheduled to be built the first week of March. Thanks for reading. As always I can be reached via the MidEngineCorvetteForum via your sending me a private message to “John.”



Jacket Night and Terry and Mick at the Portland Roadster Show for a look at the C8





WVCA 2020 Events Calendar  
2/20/2020 V2.0

**February**

6th Club Meeting

9th C8 Pasco trip

19th Jacket Night: Best Little Roadhouse

1145 Commercial Street Salem, OR 97302,

6:30pm Valentine Theme

**March**

5th Club Meeting

20th Jacket Night: This is a Friday

Cafe 22

6:00PM

5172 Salem Dallas Hwy NW Salem, OR 97304

John Elegant 503.510.2808

**April:**

2nd Club Meeting

15th Jacket Night: Smothers 503-435-9918

18th Cherry Blossom Run

**May**

7th Club Meeting

9th /10th Club Cruise: ?

16th Iris Festival Parade

20th Jacket Night: Paddocks 503-409-6115

30th Capitol Cars and Coffee: Salem C8 Reveal

**June:**

4th Club Meeting

5th & 6th 11th Annual Corvettes on the Columbia. <http://www.3riverscorvetteclub.net/corvettes-on-the-columbia/> Registration Open Now.

13th Ghost Tour Club Cruise

17th Jacket Night: A&W Stayton. Leave Home Depot at 4pm to get a good parking spot.

20th Spirit Mountain: Roll the Dice Car Show

27th Capitol Cars and Coffee: Needs Theme With Lunch at: KF/A&W (show sponsor) 3937 Devonshire Ave Ne Salem Jennifer Anderson: 503.602.1615

**July:**

2nd Club Meeting

11th Presidents Mystery Run

15th Jacket Night: Henry + Kelly 541-974-8581

17-18th High Desert Corvette Car Show :Register Now

<https://highdesertcorvettes.org/cohd-event>

25th Stayton Summerfest

**August**

6th Club Meeting

8th and 9th Cowboy Dinner Cruise Club Cruise Julie Hughes 4:00 pm Dinner Reservation cost is \$35.00 per person cannot split Dinner, so bring cooler for leftovers. Stay at the Best Western in La Pine - call for reservation \$119.84 plus tax to secure your King room (541-536-5130).

There are 10 rooms saved, but we can have more if required. 48-hour cancellation required. Reservation are under Willamette Valley Corvettes, Julie Hughes. Meet at Safeway Store on Commercial at 9:00 am

15th Capitol Cars and Coffee

19th Jacket Night: Masseys Newburg Drive Inn 503-508-6071

22nd PDX Cars and Coffee: good chance it's Corvette day.

September:

3rd Club Meeting

12th/13th Club Cruise sponsor?

16th Jacket Night: Peters 503-932-1519

19th,20th Octoberfest

26th Capitol Cars and Coffee: Endless Summer With Lunch at: KFC 3702 Commercial St SE, Salem Oregon Jennifer Anderson: 503.602.1615

27th Club Picnic

**October:**

1st Club Meeting

3rd/4th Last Club Cruise

21st Jacket Night: Kent 503-680-2907

24th Halloween Party

**November**

5th Club Meeting

11th Veterans Day Parade Albany

18th Jacket Night: ?

**December**

3rd Club Meeting

5th PIR Christmas lights run

12th Christmas Party

16th Jacket Night: ?

Activities Committees:

IRIS Festival Parade (MAY 16th) Chair: TBD CAPITOL Cars and Coffee (Summer) Chair: TBD Club Picnic (Sept 27th) Chair: TBD Halloween Party (OCT 24th) Chair: TBD Christmas Party (Dec 12th) Chair: Julie Hughes



# 2020 CORVETTE SPECS

**Model not yet in production and specifications only available for the 2020 Corvette Stingray Coupe.**

Six decades in the making, the “Father of Corvette” Zora Arkus-Duntov’s dream is now reality. In 1957, Zora believed that a mid-engine Corvette would offer the best combination of balance, visibility, acceleration and braking.

## **Why the Change?**

The newest interpretation of the iconic nameplate builds upon mid-engine concepts of the past such as the Chevrolet Engineering Research Vehicle or CERV I from 1960 to the 1990 CERV III. At GM, the 2020 Corvette Stingray was nicknamed the “ZERV” as a tribute to Zora and his first mid-engine development car.

## **What does the change mean?**

It’s the sum of all before it – but stands alone. With the past generation, engineers and designers had pushed the previous generation Corvette to the limit, so working from a clean sheet of paper they have taken Corvette to the next logical step. The 2020 Stingray will see improvements in aerodynamics, performance, visibility and structure.

Is it still a Corvette?

Absolutely. The 2020 Stingray includes the formula that’s made every Corvette successful: aircraft inspired styling, world-class performance, everyday practicality at a very competitive price.

## **The Next Level of Corvette**

Years of concepts and evolution have resulted in a Corvette that is the sum of every generation before it – yet it stands alone.

Front Lift is an available feature that raises the front nearly two inches to clear speed bumps and steep approaches. You can store up to 1,000 locations using GPS, so it operates automatically. LED headlamps provide a distinguished light signature and powerful illumination. The front trunk mid-engine design provides room for a standard airline carry-on bag. The driver sits more than 16 inches farther forward for improved visibility. You see more of the road and feel connected to the drive. An advanced, all new mid-engine architecture provides better seating position, visibility, driving dynamics and optimized storage utility. The efficiency of the mid-engine rear trunk design yields a large trunk – big enough for two golf bags. It also stores the removable roof panel. The wheels are larger standard, and Brembo brakes help cornering and braking.

While the 107-inch wheelbase is similar, the 2020 Corvette Stingray is two inches wider and slightly lower than the 2019 model year. These changes ensure a perfect fit for the powertrain, handling, acceleration and braking – and improve forward visibility.

With the mid-engine design, there is more weight toward the rear of the vehicle. The engine and transmission combination located at the rear will provide better traction and make sure that Stingray will have more responsive launch and acceleration.

Corvette will offer an 8-speed Dual Clutch Transmission which provides lightning fast shifts and excellent power transfer. Paddle shifters allow drivers to choose the preferred gear and provide more engagement for those that want more control. There’s no compromise – just quick, accurate shifting performance.

## **A New Foundation for Performance**

Corvette's advanced, rigid architecture places every component in an optional position for performance. The driver will experience unprecedented levels of handling and traction – plus surprising comfort and utility.

The previous generation used an all-aluminum structure that was hydroformed with high and low pressure die castings. This structure was also MIG welded for strength and rigidity. The 2020 Stingray structure uses a combination of aluminum and carbon fiber with high pressure die castings. Unlike before, MIG welding is not used – the structure is laser welded, bonded and screwed to take rigidity to the next level.

The 2020 Corvette Stingray will be 10% stiffer than the past generation to enhance safety along with ride and handling. This is accomplished by being the first high-volume vehicle to use multi-variant aluminum nodes and extrusions. The structure will measure stiffer than other supercar competitors like Ferrari 458 (54%) and McLaren CF (29%).

The 2020 Corvette Stingray was designed to meet requirements for crashworthiness. The tunnel-dominant structure incorporates rails that are more closely positioned together and help carry the load in the event of a collision. Now Corvette has 4 beams or members carrying the collision load into the tunnel to provide additional safety for occupants.

The 2020 Stingray benefits from GM's new digital vehicle platform, an all-new electronic architecture that enables the adoptions of the company's next-generation technologies. The architecture minimizes wiring while allowing for faster signal transmission between different vehicle systems and higher resolution screens.

### **Designed for Athletic Agility**

With its new chassis, legendary Corvette performance has evolved. It's more athletic, poised and capable – above all, it's more fun to drive than ever before. New electric assist power steering provides enhanced feel. A new rake adjustable steering column provides added comfort. All-new Brembo brakes have improved cooling and larger surface areas for consistent performance and longevity. Short/Long Arm (SLA) Front and Rear Suspension also known as double-wishbone, this design is prized for enhanced fore-aft and lateral movement, which results in improved handling.

A Corvette-first, the standard premium suspension (FE1) will feature all-new coilover independent springs at each of the four corners and will use new front and rear geometry to provide the most precise driving experience to date. The reduced unsprung weight of the suspension will take Corvette handling to the next level.

The available Z51 Performance Package will add more agility and performance for the 2020 Corvette Stingray. This package includes the performance suspension (FE3), larger Brembo brake (J55) with a Z51 graphic, electronic-limited slip differential (eLSD), dual mode exhaust (NPP), a front splitter, rear fascia-mounted spoiler, extra cooling provisions and specific rear axle ratio.

Magnetic Selective ride Control is available on models with the z51 Performance Package. This next-generation version uses accelerometers – instead of displacement sensors to provide real-time damping that reads the road every millisecond and adjusts the suspension accordingly.

### **Impressive Power, Exceptional Refinement**

At the heart of Corvette is a new 6.2L engine. The design is optimized for the new mid-engine architecture – meaning it's mounted lower and it's more compact – it's the jewel in the center. Above all, it's powerful; in fact, this is the most powerful Stingray to date.

Highlights and Specs: 6.2L V8-LT2, 495 horsepower @ 6450, 470 lb.-ft. of torque @ 5150 (with performance exhaust), and 0-60 MPH in under 3 seconds.

The highly visible cover of the intake manifold has been completely redesigned with a 3D-like appearance that includes a Corvette insignia into each side with a crossed flags emblem. The exhaust manifolds on the LT2 are performance stainless steel headers – 4 to 1 twisted runner and tapered collectors.

The LT2 engine includes standard Dry Sump Oil system that collects oil outside of the engine rather than in the oil pan. It sends that oil to lubricate the engine to ensure the engine can withstand all types of driving – even at lateral acceleration levels exceeding 1G in all directions.

The engine block of the LT2 has been redesigned and is made of aluminum. The block is smaller than previous generations and is very compact. Another change was to the Active Fuel Management system that now will run cylinders 1-7-6-4 while in 4-cylinder mode compared to 8-2-5-3 from the LT1 engine in the previous generation Corvette.

### **A Shift of a Different Kind**

A new type of transmission design offers no compromises – giving it the speed to keep up with Corvette’s new engine and chassis capabilities.

Providing state-of-the-art performance and lightning-quick shifting, the new Dual Clutch Transmission of DCT offers both the premium driving comfort of an automatic and direct-connected feeling of a manual – the best of both worlds is literally at your fingertips.

Offering two modes – Manual and Automatic – the DCT anticipated driver requests by learning the driver’s characteristics such as pedal movement, speed and braking. If desired, the driver can also override the automatic with the paddle shifters on the steering wheel.

The main benefit of a DCT is continuous torque transfer through the transmission, which results in ultra-fast, precise shifts. With a DCT you don’t have to pass through Neutral like with a Manual or Automatic transmission. You always have the power going to the wheels.

In a dual-clutch transmission one clutch drives odd gears, and one clutch drives even gears. Since one clutch can “pre-select” an even gear while an odd gear is being driven (and vice versa), shifts are nearly instantaneous – there’s virtually no loss in torque transfer. Power gets to the pavement quickly, with less rpm drop-off between shifts. It’s much faster than a human can shift.

A first for Corvette and unique for the performance car segment, the new electronic shifter will use push buttons and toggle switches to engage Drive, Reverse, Park, Neutral and Manual. The switches were designed to create an intuitive and memorable experience for the driver.

An all-new race car inspired steering wheel includes paddle shifters with Manual Mode. This mode provides fast performance shifts the driver can feel. Pulling both at the same time allows the clutch to release so the driver can rev the engine. Hold down the left paddle to select the lowest available gear.

### **A Mode to Suit Every Driver**

Driver Mode allows for the 2020 Corvette Stingray to change up to 12 different vehicle attributes depending on which mode is chosen with the rotary controller near the shifter. There are also two new modes, My Mode and Z Mode, allowing the driver to customize their drive.

The four factory preset modes are: Tour – comfortable normal everyday driving, Sport – enthusiastic road driving, Track – inspired track use, and Weather – confidence in rain or snow.

Each mode may change these settings: Gauge Cluster, Electronic Throttle Control, Transmission Shift Mode, Active Fuel Management, Exhaust (variable mode exhaust), eLSD, Steering, Magnetic Selective Ride Control,



Launch Control, Active Handling, Traction Control, and Performance Traction Management.

The purpose of My Mode is to allow drivers to set up their daily driving preferences by programming them through the infotainment system. They can pick and choose their suspension, steering, exhaust, engine sound and brake feel from available driving modes like Sport, Tour and Track. My Mode will also allow drivers to mix and match their preferred Head-Up Display theme (if equipped) and instrument cluster theme. Personalizing the driving experience has never been so encompassing.

Press the Z Mode button to wake up the entire car with a factory preset mixture of sport and track settings. It will instantly change Corvette's attributes so it can handle an upcoming curvy road, activate preferred settings or adjust to any other driving situation. To instantly adjust to different road conditions, all the driver has to do is press the new Z Mode button on the steering wheel. Like My Mode, drivers can customize available setting through the infotainment system to account for any roads where they may want to change their suspension, engine sound, brake feel, steering and even powertrain.

### **Driver-Centric Interior Design**

The moment the driver sits in the cockpit, everything is perfectly positioned to perform. With the mid-engine architecture, designers were able to completely rethink the interior of the Corvette Stingray – putting the driver first and in complete control.

The race car-inspired steering wheel has a square design that provides a clear view of the gauges and more leg and knee room for the driver. Industry-First Ultra-Thin Vents create a minimalist design, and no visible veins provides a clean appearance and helps keep the instrument panel low. The controls help keep the instrument panel low, for better downward vision and improved sightlines. An additional inch of seat travel from the previous generation offers taller individuals more comfort. The seat recline angle is now almost double (17° vs. 9°) than the previous generation. With the seats over 16 inches farther forward than those of the previous generation, forward visibility has improved greatly.

Corvette Stingray presents a cockpit-style theme. The cockpit creates a new experience for the driver and gives them more control. This theme takes it to the next level with the cockpit wrapping around each occupant. The craftsmanship is in a class by itself, with almost all hand-wrapped interior parts that are stitched with authentic materials used for the decorative trim.

Between the seats of the Corvette Stingray is a new waterfall extension, which has been a classic cue since early generations. Models with Bose Performance Series Audio now incorporate an aluminum speaker grille with a ghosted Crossed Flags emblem. Meticulously designed, the resized speaker hole pattern creates the iconic silhouette and sets the interior apart from other generations.

### **Three Levels of Performance Seating**

2020 Corvette Stingray provides customers more choices, updated styling and enhanced comfort through the new three-seat strategy.

The standard GT1 seats feature a sports car design yet emphasize comfort with Mulan leather. They are flatter on the seatback and cushion, providing good support for varied driving conditions. On 2LT, GT1 seats have two-way lumbar, plus wing adjustments for premium support where needed. 2LT seats also include heating and ventilation for the perfect temperature in all types of climates.

The Corvette-first GT2 seats epitomize style and comfort, featuring a racing-inspired look and more curvature, courtesy of dual density foam. They include carbon fiber trim, a Napa leather insert, Mulan leather bolsters, jet-black painted seatbacks, decorative finish around the headrest, two-way lumbar support and wing adjustments, plus heating and ventilation. These seats stand apart for those who want to raise the interior bar.

Competition Sport Seats are available on 1LT, 2LT, and 3LT. These seats are designed for the serious track-focused driver, these seats include aggressive bolsters, full Napa leather seating surfaces, carbon-fiber trim on the headrests, and all-new durable performance textile inspired by Kevlar vests. 2LT and 3LT include two-way lumbar, wing adjustments, heating and ventilation for comfort and support. These seats are the premier choice for track aficionados.

### **Surprising Utility**

Corvette Stingray offers plenty of storage areas, so your belongings always have room to come along for the ride. The all-new mid-engine design on the 2020 Corvette Stingray created space for a trunk in the front, under the hood, for storage of items such as a standard airline carry-on luggage bag. Continuing the legacy of past Corvettes, the rear trunk has enough room to fit two sets of golf clubs, storage of the removable roof panel or even large luggage. There's 12.6 cubic feet of combined storage for those who wish to travel with their gear.

With the cockpit interior theme, it was important to still have usable storage areas available for those who desire them. The center console area locks when the car is locked, and two USB ports can be used to charge phones. The glove box is also lockable. To quench the customer's thirst, the cupholders have been restyled to offer improved functionality and usability for both the driver and passenger.

Corvette's removable roof panel has the same lockable design as before, with two releases under the visors and one on the rear. Removing the top for an open-air experience can easily be accomplished by just one person. The roof panel can still be stored and secured in the rear trunk.

### **Connected – To More Than Just the Road**

In the most advanced infotainment system ever for Corvette, the Chevrolet Infotainment System 3 offers owners easier access to their content, more ways to connect to their devices and an advanced Performance Data Recorder to record their drive. The Infotainment 3 features cloud-connectivity for real-time data, plus new Near Field Communication Bluetooth pairing. The Performance Data Recorder offers Track, Sport, Performance and Tour screens plus dash camera operation adds smart capabilities to Corvette's infotainment system.

The Chevrolet Infotainment System 3 comes standard on the next-generation Corvette. Navigation is standard on 2LT/3LT and available on 1LT. Corvette Stingray offers a high-resolution display for crisp images, cloud-based services and system updates, built-in 4G LTE connectivity and easy access to OnStar services. These features combined provide the ultimate connection to infotainment.

Near Field Communication, or NFC, makes pairing a phone to Corvette simpler than ever, with just a wave of the phone and a quick confirmation. To initiate the process, the customer simply holds their phone above the volume button, by the NFC symbol, and the system takes care of the rest. Connecting to the system is simple and convenient. Note: NFC does not presently work with iPhone.

Performance Data Recorder is available on 1LT and standard on 2LT/3LT. The Performance Data Recorder (PDR) incorporates second-generation updates for the Corvette Stingray. Place an approved SD memory card in the glove box slot and the PDR captures high resolution recording from the windshield-mounted camera. The driver can use the PDR as a normal dash camera to capture their daily drive while not on the track. Valet mode can be set to record what happens when Corvette is not in your control.

### **Convenience Where and When You Need It**

The design strategy focused on the needs of everyday life, offering an unprecedented peace of mind to the customer who considers Corvette Stingray to be their daily-driver.

When drivers need to pull into a steep driveway or drive over a speed bump, Corvette Stingray now has an available option called Front Lift to raise the front end approximately 2 inches to avoid potential damage to the

lower fascia. This feature is also programmable with up to 1,000 waypoints, so owners can denote where these potential hazards may be through GPS, and Corvette Stingray can adjust automatically. Corvette offers available power folding outside mirrors, perfect when parking in tight spaces. The all-new exterior mirrors are over an inch taller for added rearward visibility. The mirror covers are body color with Carbon Flash available. Available carbon fiber mirror covers are available as an accessory, adding a sporty flair for those who desire it. Like in previous generation Corvettes, if the rare instance of losing power does occur, there are built-in manual release handles located on the floor pan on the outboard side of each seat. Just pull the handle and the door will open to allow the driver or occupant to exit the vehicle.

### **The Safest Corvette Ever**

Along with an all-new, under-skin structure, a new suite of available active safety features grants customers peace of mind and confidence. Standard safety features include: Teen Driver and Valet Modes, Outside Rear-view Mirror Signal Indicators, Rear Park Assist, Rear Vision Camera, Extended Mobility or Run-Flat Tires, and a Tire Pressure and Temperature Monitor.

Corvette Stingray uses a new front 3-tier structure designed to manage and absorb energy from a collision. There is a new aluminum floor pan which minimizes energy from a side collision, and potential rear collision energy is managed by the bumper beam through the center tunnel rails. Making sure the driver and passenger are as safe as possible has been taken to a new level.

Standard on the 2LT and 3LT trim levels, the Color Head-Up Display offers three distinct views for Sport, Tour and Track which project certain mode information in the driver's line of sight, so they keep their eyes on the road. Tour mode now has a new speed limit sign, Sport mode features a G-force indicator for hard cornering, and Track mode includes shift lights, best lap time, current lap time and gain/loss information. Great information with a glance.

The list of available active safety features for 2020 Corvette Stingray includes Front Curb View Cameras, Side Blind Zone Alert, Rear Cross Traffic Alert, and Advanced Theft Deterrent Package.

### **Make It Your Own**

2020 Corvette Stingray is customizable, offering 12 unique colors, special packages, and additional accessories. Through customization, every customer can create a car as unique as themselves.

The 2020 Corvette Stingray will offer six interior color themes to match the customer's desires. These themes include: Jet Black, Sky Cool Gray, Adrenaline Red, Natural/Natural Dipped, Two-Tone Blue and Morello Red. In addition to the interior themes, customers will also be able to choose their seat belt color. The colors that will be offered include: Black, Blue, Natural, Torch Red, Yellow and Orange. With the most options ever for Corvette, interior customization options allow the customer to create their own design statement.

Ground effects add a level of enhanced styling and functional capabilities that includes reducing aerodynamic lift and body protection from, potential storm damage. 2020 Corvette Stingray offers a Ground Effects Package for those that want an even more aggressive appearance. For an extremely sporty look along with sleekness, full-length, factory-installed racing stripes are offered. These stripes will showcase Corvette's performance-oriented styling while standing apart from others at the track.

The Corvette Stingray wheels are all new for 2020, and each design is stiff and light for optimal performance. There are two different design themes – either a 5-or 15-spoke with different finishes for each. The 5-spoke wheels come in standard Sterling Silver and Carbon Flash. The Trident Spoke wheels come in Sterling Silver and Spectra Gray. There are also 2 accessory wheel options: a 5-spoke Gloss Black and a 15-spoke Performance Pewter.

(the above article was produced by the National Corvette Museum)



## IN MEMORIAL OF AN OLD CORVETTE FRIEND

*By: Paul Ennor*

**J**ust before this month's Glass Sass deadline Pat and I received an unexpected phone call informing us that a long-time friend from the Corvette club had passed away suddenly and unexpectedly on February 22<sup>nd</sup>. Her name was Sandy Elsenraat. Why, you may be asking yourself am I writing about the passing of a lady that nobody in the club today knew or knows. Of course, I have my reason; it's because there's a good story wrapped-up in this that I'm going to relate to you here. Sandy was a dear friend who lived close by in Keizer for years. She was a Salem native who attended North Salem High, ran a day care business in Salem for years, but more importantly was married to my best friend, Al, who was also best man at my wedding. Al and Sandy were not married at the time when this story took place but that's not important. Al passed away back in 2009. He was in WVCA when I joined in 1973. We became best friends in spite of him being 6'4" tall and me stretching up to 5'6" in cowboy boots with heels. But second and most important is the fact that without Sandy and Al, Pat and I would have never met. So there-in lies the story that your about to read.

This story takes place in the fall of 1975. I was very active in WVCA at that time. In '75 I was the club's NWACC representative and as such, I served on the NWACC board in a position known as Events Chairman. It sounds more involved that it really was.

Basically, the events chairman kept track of points earned throughout the year by various people participating in the NWACC sanctioned Autocrosses, Rallies, and Concourses. It was just a bunch of paper work and then at the end of the season I, had to determine who had earned year-end trophies in each event and class, purchase the trophies and present them to the winners at the annual NWACC banquet.

The banquet was a fairly formal affair and Corvetters from all over the Northwest and British Columbia attended. The 1975 banquet was to be held in November in Olympia Washington. All I needed to do was buy trophies, get them engraved, deliver them to Olympia and present them in a dignified manner. No problem. I was all set and ready to go. I had everything all wrapped-up by late September. Then, Al and Sandy decided that I had one little problem. "What problem?" I asked. "Who's your date?", they asked me. "I don't have a date", I told them. I was between girl friends at that time and actually didn't care at all. I wasn't sure why I needed a date to present trophies at a banquet 162 miles from home. But Sandy was insistent that it was important and that a date was necessary.

That's when I lost control of the whole situation and she and Al went to work to make sure that I had a date to take to the banquet. They began a process of setting me up with a series of three (yes 3) blind dates. According to sandy all I had to do was go out with each one and just ask one to be my banquet date and she and Al would be satisfied. I thought to myself, "good grief, how did this get so complicated? I don't need or even want a date at all, I just want to get this job done and move on to playing with my Vette.

I'll try to keep this short and leave out details that I either can't remember after 45 years or are not important to the final story. We went out to a movie or something, I don't remember any detail, that's how unmemorable that encounter was. Anyway, girl #1 and I didn't hit it off at all and I never saw her again. I told Sandy to forget it, I didn't need a darn date! It was getting close to the November banquet anyway. But Sandy was insistent that I meet the next girl, this time her and Al would keep it closer so maybe they could make sure this date worked out better. They would introduce us at Sandy's apartment where we'd all four have dinner together. It turns out that the other reason for meeting at Sandy's apartment was that my date #2 was her next-door neighbor.

Sandy cooked dinner, Al was just there for moral support, I guess. I showed up with a gallon of terrible home-made wine I'd been given by a co-worker. If it sounds like I wasn't taking this all that seriously you'd be correct... Girl #2 was Pat, my lovely wife of 44 years. We had a good time with Sandy and Al that evening in 1975. I'm shortening things again and leaving out details of the date that I think Pat would prefer I not embarrass her with. I asked her to attend the NWACC banquet with me and she ac-

cepted. Pat more than accompanied me to the banquet. She hit it off at once with the club members and even helped me to present the trophies to a room full of strangers. A year later I asked Pat to marry me and in September of 1976 we were married with the Corvette club in attendance. So now perhaps you can understand why losing Sandy has made us both so sad this week and why I found it necessary to memorialize her in the Glass Sass this month. For you see without Sandy Elsenraat there would never have been a Paul & Pat at all. Oh, and what about #3 you might be thinking? I never got to meet that girl.



WVCA attendees at the 1975 NWACC Banquet - Left to right: Unknown lady, B.J. club pres'75, Sandy Elsenraat, Al Elsenraat, Paul Ennor, Pat Ennor, Annie Price, Dave Price. Dig those '70s clothes.



By the way; When I met Al, he owed this '65 coupe, Sandy still had ownership of this Vette and it was kept at an undisclosed location somewhere around Albany at the time of her death this year according to her daughter. In spite of my best efforts I was unable to get Sandy to bring her Vette to either of our shows the past two years.



Shannon and I had a great time this weekend showing our CORVETTE (DEMON SHARK) and visiting with over 20 WVCA members, who we saw and visited with, at the show!

You can be very proud that 3 of the cars and a beautiful customized Harley motorcycle were owned by WVCA members and were INVITED to be in this INVITATION ONLY car show!!

I have attached photos of Don and Sherry Chandler's beautifully restored 1970 Chevelle SS and their very cool Harley; Ken and Pam Marshall's MEAN 2019 ZR1 Corvette and Shannon and my 2016 ZO6 Corvette!!!

*Stan W. Cassin*



## Salem Roadster Show Photos by Stan



# 2020 Standing Committees

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

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

## Budget

Julie Hughes Jim Tiano Jennifer Anderson John Elegant

## Activities

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

