



CORVETTES
Salem, Oregon



GLASS SASS

VOLUME 41, ISSUE 5

MAY 2019

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President
Stan Czerniak

It was really gratifying to see so many members and guests who attended this month's general membership meeting! In fact, this was the first meeting, in a long time, that we had to "borrow" several chairs from next door to get everyone a seat! And it was also fun to vote in two new members, as well as get to know a little bit about our two new guests, I hope they will decide to seek membership with us!!!

And while we are on the subject of guests, I think it is important that we remember that our guests come to our meetings to see what kind of a club we are and what we are all about and how we treat each other! From my own personal experiences, in the past, I have encouraged at least three individuals to attend our meetings only to have them witness some members treating others disrespectfully or being unnecessarily argumentative! The end result, was that these prospective members decided not to join us. And like it or not, it is important to remember that the future of ANY CLUB, in the long run depends on attracting and retaining new members!

After saying this, I want to add and stress that a vast majority of our members are very kind, caring people and do a great job of welcoming our guests and showing them what a great club that we are! This does not mean that we always have to agree with each other, or that (Cont on page 7)



Vice President
Kent Muhle

Holy cow! Our first cars and coffee event with Capitol Chevrolet (May the Fourth Be With You) was a HUGE success!!! I think the weather had something to do with it as it was an absolutely perfect day, but an amazing 77 cars and 4 bikes (plus or minus 1 or 2) showed up. Of that number, 44 (?) were Corvettes, with all 7 generations represented! If you liked British cars, there was an astounding MG TD in attendance. If you tend toward German cars, a very nice air-cooled 911 showed up. The Mopar contingent was there with some stellar Challengers, The Ford guys had a few, including a very simple but nice Falcon Convertible, and a black Z-28 Camaro brought tears to my eyes it was so nice! Like I said we had a ton of Corvettes, and there were some really

nice cars I hadn't seen before. Like a killer yellow C6 Calloway, and a bunch of really sharp C1's

One of the things I noticed was that people stayed for the whole event. Cars and Coffee's are transitory events, and lots of folks are just "passing through." There were enough awesome cars and friendly conversations going on that people stayed put. I was really proud of our club and how well we hosted this event. From welcoming the incoming cars to thanking the outgoing for coming we really went out of our way to make everyone welcome. I've heard tons of feedback after the show, and it was all positive. Great show, great venue, free coffee, awesome cars, what was there not to like.

Not only did we have a super turnout, easily exceeding our expectations, but we collected 75lbs of food and some cash for our charity, the Marion/Polk food share. Probably picked up a few new members, and definitely got some more entries for Corvettes at the Carousel II, Glass On The Grass. (cont on page 4)

Glass Sass is published monthly; the deadline for submitting articles is the 15th of the month. Club meetings are held on the 1st Thursday of the month at 6:30 PM at Capitol Auto Group, our sponsor. The address is 2855 Maple Ave NE, Salem, Oregon 97301. We welcome all Corvette enthusiasts and prospective members at any of our meetings. The Willamette Valley Corvette Association, Inc., was organized in 1968 to create an esprit-de-corps among Corvette owners; to further the general interest in Corvettes as a sports car; to provide an organization for the exchange of technical information between Corvette owners, dealers and the manufacturer; to encourage skillful handling and safe driving; to provide social gatherings of Corvette owners with a common interest; to encourage and assist members to compete in sanctioned events sponsored by WVCA and by other clubs with similar interests, and to encourage dealer/club co-operation and promote community betterment.

Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

BOARD MEMBERS and OFFICERS for 2019

President: Stan Czerniak

971-218-9951

president@willamettevalleycorvettes.com

Vice President: Kent Muhle

503-680-2907

vp@willamettevalleycorvettes.com

Secretary: Tom Paddock

503-409-6115

secretary@willamettevalleycorvettes.com

Treasurer: Sandra Stark

503-949-9100

treasurer@willamettevalleycorvettes.com

Historian/Webmaster: Ken Arck

503-678-6182

historian@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Member-at Large: Lucky King

503-559-3470

memberatlarge@willamettevalleycorvettes.com

**I think the worst
time to have a heart
attack is during a
game of charades.**

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

MAY 5TH 2019

Meeting called to order by President Stan Czerniak at 6:26pm

Members present: 43

Guests- Bill Selman-Black C4, Randy Thomas-Black C7 2015

Birthdays: Bob Koenig and Jim Tiano 11th, Sharon Walsh 12th, Paul Ennor 16th, Pat Manrubia 24th, Lucky King 27th

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Steve Halverson

Motion seconded by: Paul Ennor

Vote by membership: unanimous

Treasurer's Report: Sandra Stark by Stan Czerniak

Amount in Checking:\$11,694.22

Amount in Savings: \$ 3,209.09

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 14,914.31

Motion to accept presented by: Bob Koenig

Motion seconded by: John Elegant

Vote by membership: unanimous

General Motors/ Mid Engine Corvette update: John Elegant

Stan Czerniak talked about the Birthday Bash and the 100 "mule" cars are all the same color, at which point he presented an actual piece of the camouflage fabric used on the C8s. He also talked about seeing the car and then passed around a pin of the actual C8 logo.

John then told us that the customer loyalty discount has been extended. April saw 1916 units sold while 1700 were produced, with approximately 9,000 in dealer inventory. John recommended that anybody wanting to order a C7 should do so sooner than later in order to beat constraints that will be sure to come on some of the more popular options. The National Corvette Museum is auctioning a C8, #25, tickets are \$25 each and must be mailed to the museum, and then they will mail you your tickets. Lottery regulations in Kentucky currently mandate this system. The tours of the Bowling Green Assembly Plant will resume in the future along with the buyers tours but no time has been defined for resumption of the tours. There are going to be 400 new jobs at the BGAP, and a major upgrade to a Tennessee plant that will make the LT2 motors. John and Stan Czerniak attended the Birthday Bash at the NACM and saw the new C8 up close, covered in the familiar camouflage, and John reported that it has a lot of padding and pieces that are designed to confuse the actual vehicle appearance so the big reveal planned for 07-18-19 will be somewhat of a surprise.

John has an invitation to the exclusive event and will report back after attending. Maintenance is expected to similar to the C7 so that is comforting.

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

Charity Committee: Andrea Massey

Liberty House representative Adrienne Christian gave an in depth presentation at the meeting, introducing members to the function of this charity. They are a Children's advocacy center and provide assessment, counseling and support for children and families facing concerns about abuse, neglect, trauma and grief. They are able to guide families through the maze of resources available for help. There was a multimedia presentation with photos of their facility and the staggering statistics of the number of cases in Marion and Polk counties. They have been recognized for their work as well as the cost of operations. Tours are offered and can be arranged by contacting Adrienne via email at: achristian@libertyhousecenter.org

Activities Report: Kent Muhle

Cruise In meetings are being held every Tuesday at 6:30 in the upstairs conference room at Capitol Toyota, across the lot from the Chevrolet facility where the monthly meetings are held. All members are encouraged to attend and participate in the preparation for the Cruise In preparations. We are still in need of raffle items and members that are wanting to get apparel need to get their orders in right away.

Cars and Coffee will be held on May 4th, with a twist on the Star Wars franchise with a May the fourth be with you. There will be donations accepted for WVCA charities the Liberty House as well as canned food for the Marion Polk Food Share program. Capitol Chevrolet will provide free coffee and lattes for participants. Meet at the employee parking lot around 9:30 for set up and getting ready for the fun!

Look for email updates as things start getting close to our June 22nd Cruise In at the Riverfront Park Carousel.

Activities Committee- Shane Massey

There was not a lot going on this month, but be sure to keep an eye on the website calendar which is being updated regularly.

Upcoming Activities:

May 15th Wednesday Jacket Night- Hosted by Tom and Shelly Paddock will be at the McMenam's Old Church Pub at 30340 SW Boones Ferry Rd Wilsonville Or. We will be meeting in the parking lot at Harbor Freight on North Portland Rd at 5:45 and leaving at 6pm.

Be sure to keep up with upcoming events by checking the calendar on the website and the WVCA Facebook page.

SACC Update- Wayne Kreger

Wayne mentioned that the April Jacket night held at IXTAPA restaurant was a lot of fun for all those that attended, and the Cherry Blossom Poker Run was a big success supporting the local Boys and Girls Club as well as the Marion/Polk Food share program. The October Fest planning is starting and Wayne mentioned that in the past WVCA sponsored two of the award mugs that are awarded during the Cruise In held in Mt Angel September 14th and 15th at a cost of \$50. Wayne asked about doing a joint picnic with members from Capitol City Corvettes and the Starks offered to hold the event at their home. Wayne Kreger made a motion to proceed and Shane Massey seconded, the vote was unanimous. An Iris Festival sign-up sheet was sent around and WVCA will represent as a group in the parade. There will be a gathering afterwards at Wayne and Janet Kregers home. More details will follow via emails.

Glass Sass- .

Editor-In-Chief Buzz Blogg encourages all members to send him articles for the newsletter; any topic is acceptable; your first Corvette, a recent trip or even your favorite recipe. It was discussed that members should submit a brief account of their Corvette story.

Trivia-None at this meeting

50/50 Raffle

\$ 105 total collected by Ben Fish
\$ 53.00 to the club
\$ 26.00 drawn with Shane Massey winning.
\$ 26.00 drawn with Jim Tiano winning.

Meeting adjourned by Stan Czerniak at 7:35

I don't know if everyone realizes just how big last Saturdays event really was. For an inaugural event 80 plus entrants is just flat amazing! Not only that, but we were playing against the Wilsonville event and a new Corvette Cars and Coffee in Clatskanie. Mark your calendars for July 27th, as I'm pretty sure if we have the same weather we will EASILY top 100 cars. Folks, that's our club! We are becoming "movers and shakers" in the Willamette Valley car club world!

As I'm tooting our own horn, MUCH thanks needs to be given to Capitol Chevrolet for helping us out. They gave us money (a lot actually), a wonderful venue, free coffee!!!!, and sent emails to Camaro and Corvette customers that they had in their database inviting them to the event. The Cap Chev reps that were there let me know that they were totally blown away by the numbers, and will provide even more parking for our next little party.

I can't tell you how proud I am of our group of fiberglass enthusiasts. This was a big time event and we exceeded every goal we had set! More importantly it was nothing but fun. Wandering around talking to car folk is one of my greatest joys, and to do it while welcoming them to something WE put on is even better. Our Facebook page is full of pictures, videos, comments etc, and we are on our way to being a major player in Oregon's Corvette universe. We attract people to our club by being car folk. We do car folk things. We welcome all car folk to our events, and we act like we truly enjoy our cars and the lifestyle that goes along with them. In a contentious world full of anger and dissent, lets continue to enjoy each other and concentrate on what brought us together in the first place, and that's a love for America's premier sportscar.

I can't wait for Corvettes at the Carousel. I also can't wait for our next Jacket night on the 15th. And while I'm looking forward to all the events we have planned this year, I'm especially excited for our next Cars and Coffee on July 27th.

In the meantime, keep your cars clean and drive them often. See you at the next event, Kent



JUNE
22ND
2019 IS
THE
DATE
FOR
GLASS
IN THE
GRASS

John Elegant was one of the first to see the all new mid-engine C8 when he was at the NCM Bash on April 27th: Way to go John!

Mid-Engine Corvette C8 Makes Surprise Appearance At NCM Bash

MOTOR1

Motor1

April 27, 2019 12:23 PM

Follow



July 18, 2019 – that would be the most important year for the fans of the 2020 Chevrolet Corvette C8, the mid-engined version of the famous American supercar that would try to conquer the world ruled by Italians.

However, true fans of the nameplate were given a huge treat during the last day of the Michelin NCM Bash. At the National Corvette Museum circular driveway, the still heavily-camouflaged Corvette C8 made a quick drive-by, satisfying the eyes of the present fans.



we can't have "spirited" discussions about issues that we are passionate about! But I think it is good to sometimes remind ourselves that we are not always going to get our own way and that the "GOLDEN RULE" i.e., treat others the way that we like to be treated, is usually the best way to conduct any interactions with other human beings! This is especially true in group settings such as in club meetings!

Finally, on this topic, let's remember that we are first and foremost a CLUB! CLUBS should be about having FUN! So let's not take ourselves too seriously and instead let's enjoy each others company and share our PASSIONS for the CORVETTE CARS that have brought us together in the first place!!!

I would also like to thank Andrea Massey for arranging a very interesting and enlightening presentation from the LIBERTY HOUSE program! It makes a great deal of sense for WVCA to have a good understanding of the mission and operation of the organization that we have chosen to provide charitable support to! And from the several comments that I heard, after this presentation, many members felt that this experience was very valuable and well received!!! It is really gratifying to be a part of an organization that will be sharing some of what we have as a club, to help abused children! Thank you all for your support on this important and worthwhile initiative!!! This is really another great reason to be very proud to be a member of the Willamette Valley Corvette Association!!!

I would also like to thank Andrea for baking BIRTHDAY CUPCAKES for the meeting, which were really delicious and cleverly decorated! In addition, thanks again go to Andrea for arranging a Food Share barrel for the Capitol Cars and Coffee event on May 4th!!!

If we think about it, this is a very exciting time to be members of the Willamette Valley Corvette Association! Not only are we less than two month's away from our second car show at the Carousel, but also we are beginning a new phase with our Sponsor, by participating in holding the first ever, three Capitol Cars and Coffee events! I know for a fact that a couple of other Corvette Car Clubs are currently watching how well we do with these undertakings and are discussing doing the same things in their own locations! In fact, I am receiving more and more calls from members in other Corvette Clubs asking me about these activities!

I am also a very strong supporter of Wayne's suggestion and WVCA member's concurrence, that we go back to having joint picnics with our Neighbor Corvette Club (Capital City Corvette Club)! These events were great fun in the past and frankly I enjoy seeing a field full of many Corvettes! When it comes to Corvette activities, I feel that it's a matter of "the more the merrier" and I personally have enjoyed attending the events that we

have shared jointly with other clubs! A good example of this, were the three years in a row that we had a Valentine Day's Brunch with members of the Mt Hood Corvette Club! And there have certainly been other events that we jointly attended with other clubs!

I am also, very happy to be reminded by Sandra's Treasurer's Report, that our budget is stronger than it has ever been in the six years that I have been a member of this fine organization! This didn't just happen by magic, but required some very hard work and a lot of initiative by several of our members!

I think I have rambled enough for now, but I will close with a reflection of all the positive fun things that the Willamette Valley Corvette Association is either currently involved or has on the drawing board!!! There are very good days ahead for us! This CLUB is moving forward and shows every indication of being around for a long time to come! Thank you for all that you do to support your CLUB and for me it feels good to be a part of it all!!!

Stan W. Gemick

Sincerely, Your Club President,

Six Members of the WVCA Toured the Liberty House Center on May 7th.

WVCA is proud to sponsor the Liberty House and the wonderful work they are doing for abused children and families.

They have a wonderful healing garden for the children to explore. They also have a leading edge facility. They work closely with law enforcement and DHS to protect those in need.

We learned more about the issue of child abuse, how to be protective of children, and how Liberty House helps children and families to be healthy and safe.

If you missed this tour, They provide tours on the first Tuesday of every Month. [5:30pm-6:30pm](#). RSVP by calling Adrienne Christian at [503-540-0288](#) *Shane*



C1 1953-1962

1951: Harley Earl, GM's chief designer, drives the Le Sabre concept car to Watkins Glen, where he falls in love with the Jaguar XK120. The wheels begin to turn.

1953: Chevrolet reveals the Corvette dream car on January 17, 1953, at New York's Waldorf Astoria hotel, as part of the kickoff to that year's GM Motorama. Named after small, highly maneuverable naval escort ship, the show car is also known as the EX-122.

On June 30 of the same year, the first production 1953 Corvette rolls off the assembly line in Flint, Michigan. Production is capped at 300 units, all in the now iconic Polo White/Sportsman Red exterior/interior color scheme and powered by the 150-hp, three-carb "Blue Flame" inline-six and a two-speed Powerglide transmission. The only options are a heater and an AM radio.

1954: Corvette production begins at GM's St. Louis, Missouri, facility on January 1. Chevrolet expands the exterior color choices to include Pennant Blue, Sportsman Red, and Black. Beige is added as an interior option. The straight-six engine gets bumped to 155 hp. Just 3640 Corvettes are produced by year's end.

1955: The small block Chevy V-8 makes its first appearance between a Corvette's fiberglass fenders, and a three-speed manual appears as an option. The year closes with the six-cylinder bidding adieu. Production totals 700 units.

1956: Factory-installed removable hardtops are offered for the first time, and the exterior gets exposed headlamps, sculpted side coves, and roll-up windows. Seatbelts make the scene as a dealer-installed option, and one-hundred and eleven buyers drop \$188.30 on a high-lift cam (order code: RPO #449). Head Corvette engineer (and future legend) Zora Arkus-Duntov tells the brass to go racing, but his pleas for a racing program fall on deaf corporate ears. Two four-barrel carbs enhance the 265-cubic-inch (4.3-liter) V-8, and our own Karl Ludvigsen (back when we were known as *Sports Cars Illustrated*) [deems the '56 credible](#): "Without qualification, General Motors is now building a sports car."

1957: The V-8 grows to 283 cubic inches, and can be ordered with fuel injection and a four-speed manual transmission. (Our original June 1957 test says the

setup "works very well indeed.") So equipped, the small block produces up to 283 horsepower, propelling the fiberglass wonder to a reported 132 mph. An optional column-mounted tach makes its first appearance on fuelie Vettes.

1958-1962: A redesigned hood with louvered vents and 160-mph speedo appear for 1958, while 1960 brings an aluminum radiator option. 1961 marks the Corvette's first use of four round taillights, and the aluminum radiator becomes standard. That year's mild styling tweaks mean the exhaust no longer exits through the bodywork. The engine grows to 327 cubic inches (5.4 liters) in 1962, which was also the last year for the solid rear axle and (until the C6) exposed headlamps. We note in [our 1962 test](#) that "rear-axle bounce is a problem on standing starts, in spite of the torque arms above the axle."

C2 1963-1967

1963-1964: Restyled along lines laid down by design boss Bill Mitchell's 1959 race car and re-engineered to be the first Corvette that Duntov wouldn't be ashamed to drive in Europe, the Sting Ray arrives for '63 with hidden headlamps the famed "split-window" fastback that lasts for only one model year. It is smaller, has an independent rear suspension with a single transverse leaf spring, and offers electronic ignition. The Z06 Special Performance Equipment option is introduced on the 1963 Sting Ray (199 built), and the Corvette Grand Sport program builds five lightweight, race-ready cars, all sold to racing privateers.

1965: The big block V-8 arrives in the form of Chevy's 396-cubic-inch "L78" engine. Four-wheel disc brakes become standard, and fuel injection disappears until 1982's throttle-body injection.

1966: The big block grows to 427 cubes. Originally listed at 450 horsepower in Chevy literature, numbers for the solid lifter beast were revised to 425 after introduction. This is solely an administrative decision, and no changes to the engine were made. Backup lamps and Holley carbs (previously available only on certain models) were made standard.

1967: The C2's swan song, the 1967 model introduces the legendary L88 cast-iron big-block engine. GM rates it at 430 hp, but it routinely tops 500 hp in independent testing. Aluminum cylinder heads became an option for the L71 engine, and a dual-master-cylinder braking system becomes standard.



1968: Sculpted to resemble the Mako Shark II show car of 1965 and offering a 435-hp, 427-cubic-inch (7.0-liter) engine, the third-generation Corvette starts a 14-year run on what is essentially a carry-over chassis. The '68 debut ushers in that '70s sun-seeker's savior, the T-top, although full convertibles are still on the menu. The battery is moved to a compartment behind the seats, and the ignition switch makes its last appearance on the dash until 1997. [Our 1968 road test](#) calls it the "Barbarella of the car-maker's art."

1969: The 250,000th Corvette, a gold 1969 convertible, rolls off the line on November 19. Only two buyers opt for the ZL1 all-aluminum big block V-8; priced at \$4,718.35, the ZL1 option is only \$62.65 shy of the base Corvette Coupe's base price. The Stingray name returns to the car in the form of scripting above the fender louvers, and it is one word as opposed to the C2's "Sting Ray."

1970: The 390-hp solid lifter LT1 small-block debuts, and the big-block grows to 454 cubic inches from 427. The ZR1 factory-racing package arrives and fender flares are added.

1971: All Corvette engines were designed to run on the new unleaded fuel, and the LS6 big-block 454 V-8 engine option is introduced.

1972: A factory-installed theft-deterrent system becomes standard, and the first-gen LT1 gets ready to be put out to pasture.

1973: A body-colored, 5-mph-crash-compliant plastic nose replaces the sleek chrome unit. Radial tires become standard.

1974: The last year for the 454 big-block, and the pair of stylish rear chrome bumperettes are replaced by a body-colored plastic blob, offending purists.

1975: The final year for the convertible until its 1986 return, and the first year a government-mandated catalytic converter is fitted. The stock 350-cubic-inch V-8 produces a depressing 165 horsepower, the L82 "performance" engine managing 205.

1976: An over-the-radiator, carburetor air-induction system—designed to reduce noise, as air was previously drawn under the hood near the windshield—is a new standard feature, and a partial steel

underbody is added to add strength and increase shielding from exhaust heat.

1978: The 25th year of Corvette production is marked by a new fastback body style, and the traditional crossed-flag emblem is replaced with a special anniversary emblem. "60 series" tires—referred to as "low-profile," laughable by today's standards—are offered for the first time. An AM/FM stereo with integrated CB radio is offered as an option at the 10-200 inducing price of \$638. More than 6500 buyers inexplicably drop an extra \$4301.32—over the car's \$9351.89 base price—for a two-tone silver Indy 500 Pace Car Replica edition. It is among Chevy's initial forays into limited-edition Corvettes, but certainly not the last. ([Read our history of special-edition Corvettes.](#))

1979: Chevy sets an all-time Corvette sales record, peddling 53,807 of the comparatively gutless wonders during the 1979 model year, likely due to all the hoopla over the standard for '79 AM/FM radio. Halogen headlamps become available for the first time.

1980: New front and rear plastic bumper caps with integrated spoilers and a new hood improve claimed drag coefficient from .503 to .443 compared to '79 models, and a new aluminum diff housing and crossmember are used. GM doesn't bother to certify the 350 V-8 for California, so Cali-bound Vettes make do with a 305-cubic-inch V-8.

1981: Corvette production begins in Bowling Green, Kentucky, on June 1; St. Louis production ends August 1. During the two months of simultaneous production, St. Louis continued to use lacquer-based paints, while Bowling Green used enamels with a clear coat, which later causes a bit of confusion for restorers. The fiberglass-reinforced rear monoleaf spring appears for the first time on automatic-equipped cars, weighing in at 36 pounds less than the steel unit it replaced.

1982: To commemorate the last year of C3 production, Chevy built 6759 Collector's Edition Corvettes, all with bespoke silver and beige paint and an opening rear hatch. Total production for the year was 25,407 units. 1982 was also the last year for the optional in-dash 8-track tape deck, which followed elephant bells, feathered hair, and male jumpsuits into the dustbin of history.

1983: As they say on ESPN, it was a rebuilding year. Although no 1983 model-year Corvettes were officially built, 43 prototypes of the upcoming 1984 model were assembled in Bowling Green, and are sometimes referred to as "1983 models." The 750,000th Corvette (a 1984 C4) is produced on October 26, 1983.

C4 1984-1996

1984: Chief engineer Dave McLellan finally starts fresh with a new and smaller-perimeter frame, forged aluminum control arms, power rack-and-pinion steering, and a slippery exterior. The Stingray name goes into hibernation, where it slumbers next to—initially at least—powerful engine options. Introduced in March 1983, the C4 features 205 horsepower, 290 lb-ft of torque, a one-piece removable roof panel, and digital instruments. Drag coefficient clocks in at a claimed 0.34, 24-percent more efficient than that of its predecessor.

[Our road-test report by Brock Yates](#) calls attention to the 0.90-g skidpad grip (then a C/D record), phenomenal braking, sub-seven-second 0–60 acceleration, and 138-mph top speed. “This is a dead-serious sports car,” writes Yates. “It defers to the bizarre only with its video-game instrument panel, which features all manner of multicolored, liquid-crystal bar graphs, and digital displays in metric and English.” The base price is \$21,800, and 51,547 1984 Vettes are produced.

1985: The second-year C4 debuts tuned port injection on the 5.7-liter V-8, boosting horsepower to 230. 39,729 1985 coupes are built, 16 with the optional AM/FM Citizens Band radio.

1986: The convertible model returns after a 10-year absence, and serves as a pace car for the Indy 500. All 7315 1986 convertibles are in fact “pace-car replicas,” with the decals included for dealer or owner installation. Antilock brakes (ABS) are standard.

1987: Horsepower climbs to 240 thanks to roller valve lifters. A new Z-52 suspension option is available on 1987 Corvettes for all-around ride and handling improvements. A Callaway twin-turbo setup is sold through select dealers as option “RPO B2K” for a cool \$19,995. The blown cars produce 345 hp and 465 lb-ft of torque.

1988: New dual-piston front brakes appear as standard kit, and 2050 35th Anniversary Editions are produced. Chevy also builds 56 street-legal cars for the 1988 SCCA Corvette Challenge race series.

1989: A jointly developed ZF/Chevrolet six-speed manual replaces the Doug Nash 4+3 manual transmission. Chevy begins dropping ZR-1 hints. 26,412 1989 models are produced.

1990: The Corvette ZR-1 debuts, sporting a 5.7-liter V8 capable of 375 hp. A Lotus/Chevrolet design, the engine boasts four camshafts and 32 valves, and is assembled by Mercury Marine in Stillwater, Oklahoma, before being shipped to Bowling Green for final assembly. The \$27,016 ZR1 price nearly equals the base car’s \$31,979 MSRP. 3049 ZR-1s are produced. In the shadow of the ZR-1’s hubbub, a driver’s-side airbag becomes standard, and ground is broken at the National Corvette Museum in Bowling Green, Kentucky, in June 1990.

1991: The first major restyle since 1984 adds ZR-1-style exterior bits to the 1991 Corvette coupe and convertible. Finned power-steering coolers are introduced and the [Corvette ZR-1 beats the 911 Turbo](#) in a comparison test we published in April 1991 Issue.

1992: A new 300-hp 5.7-liter small-block V-8 wearing the LT1 designation debuts in the standard Corvette. Traction control becomes standard. The one-millionth Corvette—a white convertible with red interior, matching the first Corvette—rolls out of the Bowling Green facility on July 2, 1992.

1993: The term “STINGRAY” is finally registered as a trademark to General Motors, prompting rumors of a badge renaissance that wouldn’t come to fruition until the 2014 model. Another special edition, this one featuring “Ruby Red” exterior paint, marks the Corvette’s 40th anniversary. ZR-1 power is increased to 405 horsepower.

1994: The National Corvette Museum opens in Bowling Green. Sequential Fuel Injection provides improved response, idle quality, driveability, and emissions. Twenty-five examples are built as “official cars” for the inaugural Brickyard 400, some finding their way into private hands.

1995: The ZR-1 concludes its five-year run with 6939 examples produced. A Corvette paces the Indy 500 for the third time, and 527 purple-and-white special-edition convertibles are produced. The big-brake package that previously came only with the ZR-1 and ZO7 packages is now standard.

1996: The C4’s final year includes Collector’s Edition and Grand Sport special models. The former features Sebring Silver paint, emblems, and an LT-1 engine. The Grand Sport gets an LT4 engine, as well as blue metallic paint with a white stripe and red “hash marks” on the left-front fender. New for ’96, the LT4 350-cubic-inch small-block is rated at 330 hp. The optional (\$1695) Selective Real Time Damping system appears for the first time.

C5 1997-2004

1997: Dave Hill makes his mark as the new chief engineer, sweating details to deliver a refined sports car. The 345-hp, LS1 V-8 engine features an aluminum block. A new backbone frame, a rear transaxle, and a small-block moved behind the front suspension add nimble handling to the Corvette's long-standing virtues of high performance and affordable price. Our Csaba Csere writes, "Purists have tended to dismiss [its] value by reciting the litany of quality and refinement shortcomings that accompanied it. With the C5, that list is suddenly very short indeed."

1998: Available as a coupe only in '97, the convertible returns for 1998. Although it weighs 114 pounds less than the 1996 convertible, it possesses more than four times the torsional rigidity. The Corvette paces the Indy 500 for the fourth time.

1999: A hardtop joins the lineup as the lowest-cost Corvette, completing of Chevy's three-model Corvette strategy for the C5. It was the lightest of the bunch by about 80 pounds, yet also the stiffest. The Head-Up Instrument Display option comes onboard at the price of \$375.

2000: The passenger-side key cylinder lock is deleted as standard Active Keyless Entry renders it redundant.

2001: The Z06 is introduced, packing a 385-hp LS6 V-8, and reaching a top speed of more than 170 mph. New front fascia grilles improve airflow to the engine air inlet, and the algorithms for the Selective Real Time Damping are refined. It hits 60 in 4.3 seconds in [our road test](#)—"goes like stink" indeed.

2002: Horsepower for the Z06 crests the 400 mark, totaling 405 ponies. All 2002 Corvettes come standard with Active Handling and Traction Control systems.

2003: It would have been a sin for the Corvette's golden anniversary to pass without a special model, and so buyers can celebrate by plunking down an extra \$5000 to get a coupe or convertible with special red paint, a unique two-tone shale interior, special emblems, and Magnetic Selective Ride.

2004: The final year of the C5 sees some models receive a carbon-fiber hood, the first use of a painted carbon-fiber panel for a production vehicle in North America. Base prices range from \$44,535 for the coupe to \$52,385 for the Z06 hardtop.

C6 2005-2013

2005: Filing the C5 down to a tidier, lighter, 5.1-inch-shorter package on a longer wheelbase, the C6 is the first Corvette with headlights since 1962. It also gets a nicer interior and seats, and finally powers up the convertible top. Plus the base price is \$290 lower. Hill says it is more about perfecting rather than inventing. We think they succeeded: Writes *C/D's* Larry Webster in [our first test](#): "It's the perfect everything sports car: fast enough to keep you interested during a day of lapping *and* refined and comfortable enough to make the slog home, or the daily commute, a relaxing experience."

2006: A [redesigned Z06](#) returns after a one-year absence. An aluminum frame, fixed magnesium engine cradle, and carbon-fiber appointments all contribute to weight savings. A new 7.0-liter small-block makes 505 hp and 470 lb-ft of torque in the Z06, and a six-speed paddle-shift automatic transmission is introduced.

2007: The [Ron Fellows Championship Edition](#) is the first signed limited edition in Corvette history.

2008: A [new LS3 6.2-liter V-8](#) appears as the base engine, increasing output from 400 hp to 430 hp. And lest anyone in Speedway, Indiana, forget what the Corvette looks like, an E85-fueled ZO6 paces the 500 with Patrick Dempsey at the wheel.

2009: The [new Corvette ZR1](#) debuts, roaring to a top speed of more than 200 mph thanks to the muscle of its supercharged 6.2-liter LS9 V-8.

2010: The [Grand Sport model returns](#), powered by the base LS3 V-8 and packing the elements of the discontinued Z51 performance option. Side airbags are now standard on all models.

2011: With seven available models, including the [Zo6 Carbon Limited Edition](#), the lineup and option availability is the greatest in Corvette history. Curiously, a Corvette doesn't pace the Indy 500.

2012: To celebrate the division's 100th birthday, Chevrolet busts out a [Centennial Edition package](#) (available on all Corvettes), featuring Carbon Flash Metallic paint, satin-black graphics, satin-black wheels with red stripe, unique badges, a specially trimmed interior, and Magnetic Selective Ride Control. More important, the Corvette returns to pace Indy with celebrity chef Guy Fieri at the wheel.

2013: With the C7 around the corner, Corvette news is limited to the [60th Anniversary package](#) and the introduction of the [one-year-only 427 convertible](#), which is as close as Chevrolet got to producing a droptop ZO6. It sprints to 60 mph in 3.9 seconds.

C7 2014- 

2014: The [C7 Corvette Stingray](#) debuts at the Detroit auto show in January 2013 wearing a hood and a roof made from carbon fiber, and is followed in March 2013 by the introduction of the [Stingray convertible](#) at the Geneva auto show. Packing a naturally aspirated [455-hp](#), 6.2-liter pushrod V-8 mated to either a seven-speed Tremec manual or a six-speed automatic, we can tell you it's plenty quick. The optional Z51 performance package adds an electronically controlled limited-slip diff; closer gear ratios for the manual gearbox; dry-sump lubrication to prevent oil starvation in racetrack settings; additional cooling for the brakes, differential, and gearbox; larger brakes; and aerodynamic bits to increase high-speed stability. Z51s also get 19-by-8.5-inch front and 20-by-10-inch rear wheels and tires, up from the standard 18-by-8.5- and 19-by-10-inch package. In addition to all the go-fast dirty bits, the C7 generation brings a pretty thorough interior overhaul, including new seats and unprecedented attention to detail. We've already published enough stories on the C7 to fill a small book, but there are many more chapters to come.

The above article was taken from **Car and Driver Magazine**
Chevrolet Corvette Timeline: Milestones and More from C1 through C7
JUL 24, 2013 ANDREW WENDLER AND KEVIN WILSON



Spring has sprung here in West Salem today. That means that my interests have changed from looking back in my collection of old photographs and reminiscing about the good old days. I did find an old home video that was taken about 1980 sometime at a WVCA event where we had a tour around rural Marion County visiting 2 or 3 covered bridges and ending up at a tavern someplace, It was Marion I think. It was fun to watch. There were some faces in that video that I mostly remembered but I could not put a name on some of the to save my sole. Oh, enough of that. Let's move on here as this will be a really short article this month.

A news feed on my computer popped-up today with some pictures of Corvette concept cars from the past. Although Buzz will have space constraints in this Glass Sass I thought I'd share them with you this month:

1974 Wagon – Aftermarket kits actually were available, I remember two in Salem



First appearing in 1974, this is 80-82 version.



1977 Arovet – Originally 4-rotor powered, by 77 a V8 was put in it.



1986 Indy Vette. Mid-engine. It's design influence on the new C8 is obvious even that early



1990 Cerv-III. Another C8 design preview from GM



1954 Corvette Nomad Concept



1961 Maco Shark. It inspired the C2 design



1967 Aro-1 (it was powered by a Corvair flat six)

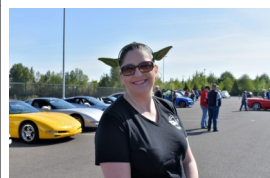


May the Fourth be with you was our mantra and did it ever come true! SEVENTY THREE DEGREES, 75 or so cars and a turnout that was way beyond what anyone expected!

Cap Chev gave us a great venue and provided coffee, mochas and lattes and cookies on the house and even Darth showed up for the festivities. We can't list everyone responsible for the success of this event, other than to give gold stars to Kent and Shane and Andrea who left their campground in Fisherman's Bend to facilitate and distribute flyers and sell T-shirts. Many others contributed to the success as well and you know who you are!

Afterwards 6 cars headed to Hillsboro to the Cruise-In Diner, which was slammed when we got there, but we ended up with the whole patio to ourselves. and we all had a great lunch after a fun drive. The next big event is the June 22nd Glass on the grass car show followed by another Capitol Cars and Coffee in July. Kudos to all who helped or are helping with our Summer events!





Willamette Valley Corvette Association and Capitol Chevrolet Proudly Present

**GLASS
ON THE
GRASS**



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

Show 'N Shine at Salem's Riverfront park

June 22nd 2019 8 am to 5 pm

Towels down at 10 am & Awards at 3 pm

Music, prizes, food, drink and fun for all

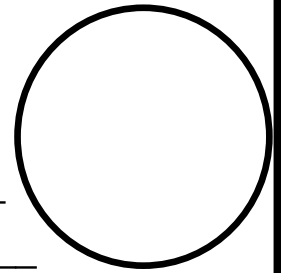
See the new lineup from Capitol Chevrolet



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



Registration Information



Name _____

Phone Number _____

Address _____

City _____ State _____ Zip _____

Email (for confirmation and last minute info):

Club Affiliation (if any) _____

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

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

Coupe _____ Convertible _____ Modified _____

ZR1 _____ Z06 _____ Grand Sport _____

Participant #1 (driver/owner) Print: _____

Participant #2: Print _____

Local hotel/motel information can be reviewed here:

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

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

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

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

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

Participant #2: signature: _____

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

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

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

Yes I would like the following T-shirts:

___ black/red

___ S

___ M

___ L

___ XL

___ XXL

___ XXXL



___ black/green

___ S

___ M

___ L

___ XL

___ XXL

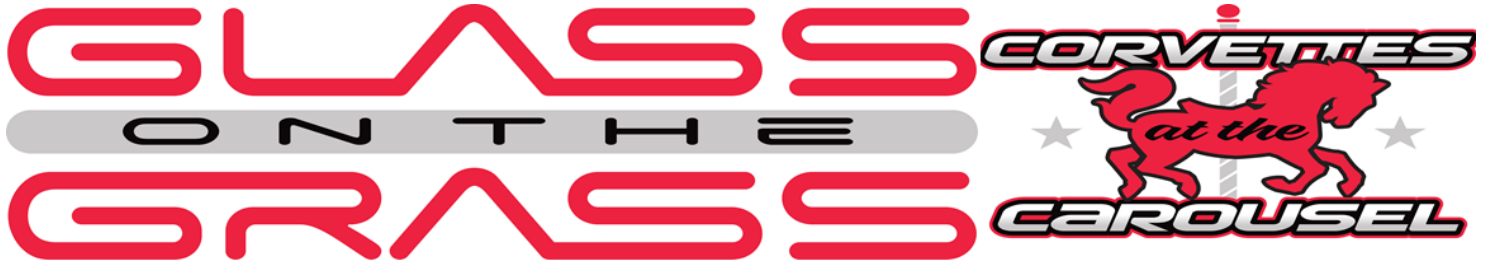
___ XXXL



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



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



At Salem's Riverfront Park

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

T-Shirt sponsorship:

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

Trophy sponsorship:

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

On site vendor space:

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

Raffles, door prizes, goodie bag fillers etc:

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

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

Why Sponsor Corvettes At The Carousel?

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

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

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

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

Contact Kent Muhle



WVCA VP

Carousel Event Chair

503-680-2907

vp@willamettevalleycorvettes.com

2019 Standing Committees

Carousel II Glass in the Grass Car Show June 22nd 2019

Kent Muhle (Chair) Dan and Jennifer Anderson Lucky King
Bob and Annie Koenig Ken and Vikki Arck Stan Czerniak Julie Hughes
Sandra Kafka Shelly Paddock Wayne and Janet Kreger Sandra Stark
Robert and Kathleen Ridge Roger and Maryann Burgess

Budget

Julie Hughes Jim Tiano Jennifer Anderson John Elegant

Activities

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

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

Place
Stamp
Here

