

WILLAMETTE VALLEY

CORVETTE ASSOCIATION



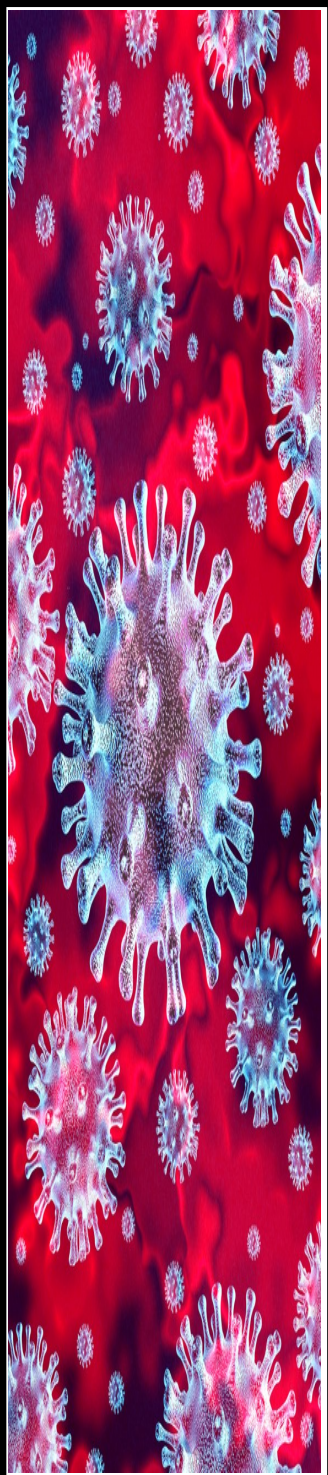
CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 42, ISSUE 5

MAY 2020



The Corona-virus has played havoc with our activities schedule for the rest of the year, despite the best efforts of the hard-working activities committee.

Nobody knows when or if things will ever be the same, but we are a sturdy group and it is almost a certainty that we will resume our usual activities as soon as we are allowed to move freely again. May Cars and Coffee at Cap Chev has been cancelled so let's hope that June and July can be held!

We barely got into the 2020 model year of our favorite car and production was halted in the middle and is officially over, I believe. From what I understand, the 2021 model year will begin sometime in May or June, making the 2020's a very limited run and the '21's a longer model year. See https://www.corvetteforum.com/articles/can-you-name-the-best-selling-corvette-generation/?fbclid=IwAR0V79OAHcCZx0UdKkmOuzDAD3efvBhAATHrJygX_T9orD8bTx1fQUaZtrs

It is not all bad news though. It has given some of us the time we need to accomplish things we did not have time to do B.C. (before Corona).

John has started construction on his new home, and Stan is trying to settle in his new home, and Kelly has gone stark raving nuts at his home! He has BOTH of his Vettes torn apart, and has taken a hammer to some of his walls to remodel their home!

So, while we may have to curtail our car-related activities for a while, this is the perfect time to hit the old Honey-do list of stuff we have been putting off because of other things. Do them now while we are quarantined so that this Summer when the weather is great and cars are spiffy we can have some great times ...on the road again!

Inside this edition there is a little stuff about a lot of stuff and as usual anyone is free to contribute along with Stan and John and Paul who are the guys you like to hear from!

PRESIDENT'S CORNER MAY, 2020



**President
Stan Czerniak**

Well gang, what can I say about the unprecedented and unusual circumstances, that we all currently have found ourselves in! At least for the past, nearly two months, anyway! Like you, I will bet that it feels weird to start the day wondering what you are going to do, since the number of away-from-home options have been so drastically reduced!!! Lately, Shannon and I get up every morning and say “hey, let’s do something different today and just stay at home for a change”. Ha ha!!!

When it comes to the WVCA, while we may be somewhat down, we are far from being out! Yes, clearly because of the COVID-19 virus, we have been forced to cancel our face to face WVCA meetings for both April and May 2020 and all of our Association activities for these two months! But our technology wizards, Kelly Smothers and Shane Massey are putting together a process whereby we will be able to, at least do a teleconference for our next meeting on Thursday, May 7th! Stay tuned for specific instructions from Kelly and Shane about how to be able to participate in this effort! I do not pretend to know how they are going to go about this, but I know they will make the instructions so understandable, that even I will know how to participate in this meeting!

Another very clear indication that the WVCA, although maybe somewhat down, is definitely not out, is that fact that we are still communicating and having some car related fun! So, while we may not be able to do much in the way of face-to-face interaction, we can still communicate, share and interact! This is especially true if you look at the WVCA Facebook page, where a number of our members continually add fun and interesting things for us to do, see and learn!

Special mention in this regard goes to Paul E, who has entered a number of interesting Face Book posts! Paul recently asked all of us to share photos and information about cars and trucks that we have owned in the past! These vehicles did not have to be necessarily CORVETTE related! The responses to Paul’s post were remarkable, as evidenced by a tremendous reaction of 73 posts (responses) from our members! I found it really fun to go through my and Shannon’s old scrap books to look up old photos of cars and trucks that we have owned in the past. And then scan these photos onto Paul’s Face Book posting! Wow, what a interesting and incredible assortment of vehicles have been owned by our WVCA members, in the by gone days! Thanks Paul, for this fun posting and challenge!

I especially liked the photo of Paul’s C3 with a trailer hitch and camper attached, along with other CORVETTES on a camping trip!!! Those must have been some very fun days! And take heart, everyone, because we have many fun days ahead for us!

There have also been a number of other interesting Face Book posts from our members and I strongly encourage you to go on our WVCA Face Book Page to see for yourself and to join in the fun; by contributing to this Association effort! The WVCA Association belongs to all of us and we ALL have interesting stories and information to share, with our fellow member!!!

I would also like to recognize the WVCA members who participated in the Willamette Valley Vineyards Parade on Wednesday evening, April 29th! This parade was dedicated to recognize and show appreciation to Salem area medical personnel, first responders, and essential personnel! I have been told that the participants had a great time and that even though it rained last night, no one’s car melted! Thanks to Joe and Pat, Paul and Pat, Shane and Andrea and Buzz for joining this parade and for representing the WVCA, at this event!

In closing, I am hoping that you are all well and weathering the stresses and strains of the COVID-19 world, that we presently find ourselves in. This too will pass and when it is finally over with, we will again resume our normal life’s activities! Until then, stay safe and well, enjoy each other, when you can and have fun with your glass treasures! Even if that means just putting another coat of shine on these beautiful machines, or just going for a ride to anywhere, or to no place really special, for that matter!!!, The point is to HAVE FUN, when you can! And, if we really think about it, we still have much to appreciate and many blessings that we can count on!!!

THINK POSITIVE and THINK CORVETTES!!!

A handwritten signature in black ink that reads "Stan W. Czerniak". The signature is written in a cursive style.

Sincerely,

Stan W Czerniak

President, Willamette Valley Corvette Association



**Vice President
Shane Massey**

I just wanted to say I miss all of you. I hope that you and your families are doing well. Well it looks like May has also been canceled due to the pandemic. I really hope we can start doing something together even if we must keep a distance in June.

On the 29th a few of the club members were able to participate in the car parade for First Responders and Front-line Personnel hosted by Willamette Valley Winery. It was a blast. Even though we had to keep our distance it was great seeing fellow club members get together for a great cause. The Kids and Adults were incredibly happy to see us drive by their houses. With everyone home bound it was a great change of pace.

As a club I hope we will have more opportunities like the parade to bring joy to others. I really miss the Car Culture, even though we are a Corvette Club we are also Car People. It doesn't matter if it's made of Steel, Fiberglass, Carbon Fiber, Aluminum, or Wood as long as it has an engine, puts rubber to the road, we enjoy viewing, watching ,riding, driving, maintaining, and talking about them. Hopefully soon we be able to enjoy them as wonderful group. Stay safe and see you all soon.



Covid-19 House Arrest 2020

By: Paul Ennor

I hope that this month finds you, your family and friends safe and healthy. The governor's stay at home order has really tossed a monkey wrench into the Clubs plans for 2020. While I could fall back as usual on my memories from years past and write something for this month's Glass Sass, I've decided to take a little bit of a different approach this month given what we are all going through right now.

I assume that like Pat and myself most of you have been holed-up at home watching endless TV news coverage of the pandemic or perhaps binge-watching old movies and TV sit coms on Netflix. Over here at our house we have been blessed to have our 16-year-old grandson with us every day while his mother works as an essential employee at May Trucking. She's in the office not driving truck. Just a side note; Do you know how much food a 16-year-old goes through? So, in spite of everything I have to make trips to Roth's a lot. Oh, and our lawn never got the governors memo to lock-down and keeps growing 2-inches a day and the weeds seem to have missed the order too. So, we're not totally locked inside over here. The weather has been nice at least.

On April 29 the Willamette Valley Winery put on an impromptu parade of various special interest cars through the rich neighborhoods of South Salem as a thank you for those keeping us safe during the current mess. At least it was a chance to get out and drive the Vette which Pat and I did. So did Shane & Andria, Buzz, and a few others, who managed to get registered online during the VERY short registration window. But since we were forced to stay locked up in our cars, we didn't get to socialize at all. For introverts like me it was OK but for extroverts I'm sure it was pure agony to be able to see friends at a distance but have to keep 6-feet away and stay in their Vettes. The latest news is that our Capitol Cars and Coffee for may in canceled and it remains to be seen when or if there will be any more meetings or events this summer. "Unprecedented" is the only word I can think of to describe what lies ahead for the 2020 WVCA event season. We're left with Facebook, the Web site and other electronic mediums to keep in touch with each other. Sad, is the only way I can describe it.

Meanwhile C8 production is shut down and those lucky people waiting for their new C8 are stuck in a holding pattern. A couple of thousand C8's made it out the door before to lock-down but only time will tell if there will be anymore 2020 models coming. But Corvettes aren't the only collateral damage. The lock-ups are doing damage to the economy everywhere. Time will tell how things look when this is over.

Stay safe and healthy, Wash and Wax your Vette and we'll see each other again soon God willing.

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>

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Washington Post Hacked into a Chevy Volt to Show How Much Cars Are Spying on Their Owners

Your car is collecting and transmitting a lot more data than you think, as this investigation graphically depicts.

The Washington Post published an investigative report today in which it gets a hacker to figure out just what kind of information OnStar and a randomly selected 2017 model car's internal computers are collecting.

A lot, it turns out, including saving pictures of your contacts and logging where you go.

There are ways to limit how much data your car collects, but they're not obvious, the paper concludes—and the tinfoil treatment humorously shown in the accompanying photo won't do the trick.

It's easy to count up the benefits to connected cars. From using your phone to warm up the cabin on a winter day to setting speed limits for the new teenage drivers in your household, telematics can make life a bit easier. But you're probably not surprised to hear that these upsides come with some potential downsides as well.

The Right to Privacy?

ICE Has Free Access to Maryland Drivers' Photos

License-Plate Readers Are Stealing Your Privacy

GasBuddy App Criticized as Invader of Privacy

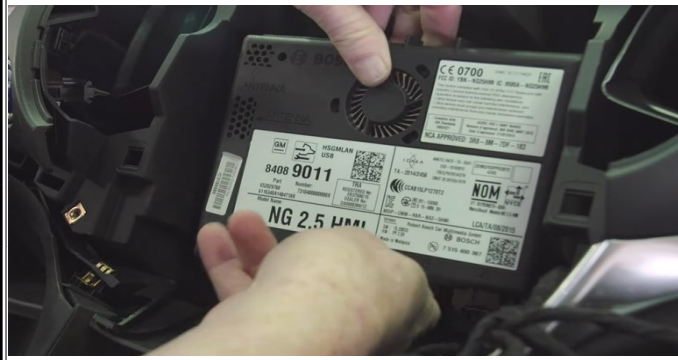
This was proven in a big way



by Washington Post tech columnist Geoffrey Fowler (pictured above), who dug into just how much information his test car, a 2017 Chevrolet Volt, is collecting. Perhaps more important, though, Fowler wanted to see just how much information GM is getting from its connected cars. It's one thing for your car to store your favorite Starbucks in the nav system. It's another if the car company collects that information. The reporter made it clear that this is not a Volt thing, or a Chevy thing; nearly all new cars now have connectivity, including onboard internet connections.

For now, exactly what information goes where is a bit of an unknown by anyone other than the automakers themselves. As Fowler writes, "My Chevy's dashboard didn't say what the car was recording. It wasn't in the owner's manual. There was no way to download it."

To figure this out, Fowler had someone hack into the Volt. He discovered that the car was recording details about where the car was driven and parked, call logs, identification information for his phone and contact information from his phone, "right down to people's address, emails and even photos." In another example, Fowler bought a Chevy infotainment computer on eBay and was able to extract private information from it about whoever owned it before him, including pictures of the person the previous owner called "Sweetie."



While GM was the subject of Fowler's experiments, it's not the only company collecting data on its drivers. In 2017, the U.S. Government Accountability Office looked at automakers and their data privacy policies and found that the 13 car companies it looked at are not exactly using best practices. For example, while the automakers say they obtain "explicit consumer consent before collecting data," the GAO says they "offered few options besides opting out of all connected vehicle services to consumers who did not want to share their data."

GM's OnStar privacy page makes it clear that the company "may use your information to improve the quality, safety, and security of our products and services, to develop new products and services, and for marketing." In response to Car and Driver's request for comment for this article, a GM spokesperson said: "Nothing happens in terms of connected services without customer consent," and also pointed out that collecting vehicle data such as location, vehicle health and status, and operating information "enables many important safety and connectivity services [including] automatic crash notification (alerting first responders to an accident scene), stolen vehicle locator, and vehicle health monitoring (monthly emails to an owner advising them of service and maintenance status)."

"Data is also used to improve vehicle quality and enhance future product designs," the GM spokesman said. The spokesperson also noted that new GM vehicles have a "location services" setting on their center screen, saying, "This allows the driver to switch location services on or off at any time, much like smartphones."

GM also told the Post's Fowler that it will update its privacy policy by the end of 2019.

Currently, No Federal Regulations Are in Place

Data privacy may be a big and growing issue in the automotive industry, but legislators and automakers are moving slowly to tackle it. Fowler points out that there are no federal laws to regulate what au-

tomakers can collect or use when it comes to personal driving data. Since 2014, 20 automakers (including GM) have pledged "to meet or exceed commitments contained in the Automotive Consumer Privacy Protection Principles established to protect personal information collected through in-car technologies," according to the Auto Alliance. The first of those principles is to "provide customers with clear, meaningful information about the types of information collected and how it is used," but Fowler's experience shows that this doesn't always happen in the real world.

To limit what private data your car collects about you, Fowler recommends not connecting your phone directly to your car via the built-in USB port and to use 12-volt chargers instead. He also suggests using an app called Privacy4Cars to make sure you delete your data from cars you use but don't own, including rentals or when you borrow one from a friend.

These tricks might not be enough when the upcoming 5G networks arrive and allow vehicles to transmit more data in less time. Coming soon to a dashboard near you. **By Sebastian Blanco Dec 17, 2019**

www.caranddriver.com

One of our long-time members probably has the Club record for owning the most cars at one time. **GARY AND LINDA DENTAL** have recently sold some of their nice cars to Mecum and/or Barrett-Jackson Consigners and still have many more .

But the big "C" has struck them as it has all of us, and they are now trying to leverage some of the stuff they still have in their inventory.

Gary recently sent an email to the Club detailing what he has that you might want: "We are also having a bad times sale: **1,7000lb. 2 post car hoist 220 volt \$1000.firm 4 post car hoists like new cond.110 volt \$1000.cash each firm U S funds.. 1, 2 axle open car trailer built in ramps new tires disc brakes front straps \$1000. cash firm.1,2012 Grove g m k 5275 all terrain crane located in Las Vegas Nevada Gary and Linda Dental 503 - 743-2685 thank you.**



C8 Production Stalled; However Reviews, Evaluations & Information (By John Elegant)

We all want precise information about when BGA production resumption will occur but as of now we do not have it. We know that around 2,700 C8's have been produced and delivered to customers. Our best guess is that BGA production could start around May 11th. However, as below, you see that this date is as likely or unlikely as any other one. Fortunately our own C8 just arrived, just made it.

We also know that GM wants to make and delivery as many C8's as is possible as soon as is safely possible. Unfortunately for the reasons BGA Plant Manager Kai Spande told us in his NCM telephone interview a couple of weeks ago , with the plant relaying on hundreds different vendors to make the many thousands of parts, and each supplier and BGA committed to their employees practicing safe assembly techniques during the virus, it is not a simple decision nor process to get that to occur. Thanks to "toold2race" for sharing the following key points from his listening to Kai's phone conference.

[Quote] *I took notes.... It was entertaining and a bit informative. With respect to production, he really could not answer questions about production after the shutdown and, specifically, if the HTC's would be 2020's or 2021's, basically, his answer was "It's too soon". If someone could have*

told him when everything will be released it would have been a different story.

He did say that to his knowledge, no one from the plant has come down with the virus. He also pointed out that the 'supply chain' situation will be critical with respect to the re-start of production. Specifically he referred to Mexico where all manufacturing is shut down to at least April 30. He said NO NA auto manufacturer will be able to resume production until those lower tier suppliers are back in business. He also noted that Corvette relies on about 400 different parts from outside suppliers (and that the engine is considered only 1 part!) Without all of 'em in production it would be difficult to assemble a car. Also noted were a lot of changes regarding work routines, scheduling to minimize concerns regarding 'social spacing', health issues (masks and individual temperature readings, etc.) were being addressed to accommodate a safe resumption of production. He also spoke about training and re

-familiarization before quality efficient production could resume. I was impressed with his professionalism but not surprised, having met him at gatherings in the past.[/Quote]

So as we wait for more to be made, here's Mike Furman@Criswell special Corvette, BTW his 21st.

We have seen so many positive reviews of the C8 by both professional drivers and also by highly experienced exotic sports car owners. Here are three that stand out to me: [https://](https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/136344-c8-good-things-come-to-those-who-wait)



www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/136344-c8-good-things-come-to-those-who-wait

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/133478-no-understeer-brakes-flawless-more-c8-test-results-by-professional-race-car-driver>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/136262-600-mile-c8-review-by-very-experienced-sports-car-owner>

As we cannot now get into the plant, thank you to Jeremy Welborn for sharing pictures of his NCM Photo Album. It shows not just his beautiful C8 but how the Plant builds C8. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/136221-vin-50-photo-album-picture-by-picture-thanks-to-jeremy-welborn>

Our new C8 is both very easy to very comfortably drive as a daily driver and yet with my having driven it on Spring Mountain's track, I also know it also an excellent, extremely fast track car. If you missed my detailed, two day earlier driving reviews: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/113865-my-c8-drive-day-1>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/114262-my-c8-drive-day-2>

One of the concerns many had was if you ordered the Z51 with the E60 front lift option, that you lost your ability to adjust its front ride height. Thanks to Cicio Performance, that problem has been solved. I already ordered their lowering collars for mine.

We wish we had more definitive information on when C8 production will resume. More C8's are coming but we just do not know how soon that will be. Thanks for your patience and here's to you and all of your family being healthy and safe. John (always reachable via a private message at: www.MidEngineCorvetteForum.com)

Units of the all-new, mid-engine Corvette C8 [barely started production](#) before the [coronavirus](#) pandemic delivered the world a significant blow, changing the lives of millions. General Motors managed to produce [just shy of 2,700 units](#) of the new [2020 Corvette](#) Stingray Coupe before the car's home – the [GM Bowling Green plant](#) in Kentucky – was idled. Though production remains suspended as we write this, the Corvette's future shines bright, with the product team planning no less than six models during the vehicle's lifecycle. *GM Authority* has spent the last few months speaking to insider sources and compiling information to put together a comprehensive guide of all the future **Corvette C8 models** and variants that are expected to be on the way. So buckle in and let's see what's in store.



C8 Stingray

First is the Corvette Stingray. As announced by GM last year, power comes from a naturally-aspirated, 16-valve [6.2L V8 LT2](#) engine delivering up to 495 horsepower and 470 pound-feet of torque. Shifting duties are performed by the Tremec-sourced, dual-clutch 8-speed automatic transmission and power is sent to the rear wheels.

C8 Z06

Next up the future Corvette C8 model cadence is the Z06. Returning to its roots as an all-motor track beast, the C8 Z06 will be powered by a naturally-aspirated, 32-valve 5.5L V8 DOHC LT6 making around 600 horsepower and 550 pound-feet of torque. Previewed in the C8.R, the ruckus atmosphere breather will also feature a flat-plane crank while having a rev-happy personality. Shifting duties will be carried out by the same 8-speed dual-clutch transmission as in the Stingray, and power will be sent to the rear wheels.

Unlike the Stingray, however, the body of the Corvette C8 Z06 will be wider to accommodate larger wheels and tires, bigger brakes, and a more competent suspension system. A unique rear wing will be available as part of an optional aero package, as GM Authority was first to exclusively report. **C8 E-Ray**

Shortly after the C8 Z06 will come the C8 E-Ray – a hybridized variant of the C8 Stingray that will deliver a relatively unique powertrain combination, joining the Small Block V8 LT2 with a hybrid-electric motor.

The LT2 – the same one used in the Stingray – will be mated to an electric drive unit located between the front wheels getting juice from battery packs located in the middle of the car. Peak output of the hybrid system should be around 85 kW (115 horsepower) and around 100-115 pound-feet of torque, and total system output should be roughly 600 horses and 575 pound-feet. Thanks to this unique configuration, the E-Ray will also be the first C8 Corvette (and the first Corvette ever) to feature all-wheel-drive.

Though we have had conflicting reports on the matter, the body of the C8 E-Ray should be more along the lines of what we see today in the C8 Stingray, and not like the wide body of the Z06.

C8 ZR1

The first is the C8 ZR1. It will be powered by a boosted variant of the 5.5L V8 DOHC LT6 in the C8 Z06. In the C8 ZR1, the twin-turbo 5.5L V8 DOHC [LT7](#) will make a very healthy 850 horsepower and 750 pound-feet of torque.

The rest of the car will be a cranked up version of the Z06 – with rear-wheel-drive, a wide body, active aero, and some trick suspension components. Sources also told us to expect several “surprises” for this vehicle.



C8 Grand Sport

Once the Z06 and E-Ray are out the door, it will be time for the C8 Grand Sport. Much like the Grand Sport of yesteryear, this model will merge the naturally-aspirated 6.2L LT2 V8 from the Stingray, with the wide body, beefier tires and brakes, and more robust suspension of the C8 Z06. Thanks to a different tune, though, the C8 Corvette Grand Sport will make slightly more power than the Stingray.



C8 Zora

The future Corvette C8 model variant will be the Zora. Named in honor of Zora Arkus-Duntov, who pioneered the idea of a mid-engine Corvette decades ago, the C8 Zora will pull out all the stops – joining the twin-turbo 5.5L V8 DOHC LT7 from the ZR1 with a hybrid-electric system similar to that used in the e-Ray. With AWD capable of handling massive quadruple-digit power and torque, a wide body, plus active aero feature galore, this bastion of American engineering will deliver “out of this world” performance that will put [Corvette](#), [Chevrolet](#) and General Motors into previously-uncharted performance territories, and into automotive hall of fame. (see page 9 for chart)



From here, two future Corvette C8 model variants remain – the ZR1 and Zora. Set to be the undeniable flagships of the Corvette family, the duo will essentially be the same vehicle, but with different powertrain configurations and, as a result, different levels of performance.

John's C-8 has made it home and it is gorgeous! Of course he now has the honor of having the 1st one in the Club, followed by Stan and Buzz, hopefully in the near future! How lucky he must feel to have his years-long dream fulfilled!

I was accused of having too much patience this morning when talking with a fellow member, his knowing that still a couple of weeks ago from getting our car back full time. Step one was obviously our car arriving at the dealership and being PDI's. Step 2 was completed this past week, and that was having Nick@AutoWerx polish.

KUDOS to Nick, for the car that left with him a week ago had arrived from its 2,750 mile transporter trip through a major snowstorm, its' paint then in candidly poor surface condition. He was not concerned — a huge sigh of relief to us and in fact commented that the paint looked good below its surface issues.

Our knowing how great a job he did with our C7 Z06's originally marginal paint, he not only did it, but the pictures speak for themselves. As you look at them, imagine the car's many previous scratches, blemishes and chafed spots when we dropped it off there. Looks fantastic now (anything you are seeing in the paint that you are not liking is an errant reflection).

At our request, the front emblem, the Stingray on the rear deck and the Corvette letters are no longer on the car.



We left Nick's shop and ferried him over to our super XPEL shop, TCT Wraps. They are going to wrap him up (all except not the hatch nor the rear fascia). And tint him too. And apply his fender hash marks. Should be about a week before we pick him up. He then returns to Nick's for CQuartz x 3.



On Wednesday the 29th several Club Members headed out to get some fresh air and caravan with Willamette Valley Vineyards as invited guests on a "Thank You to first responders Cruise" throughout South Salem. Weather was good and there were probably 75 or so cars of all types from Ferrari's to pickups and all had a good time.

C8 Model	Powerplant	Horsepower	Torque	Drive Type
Corvette Stingray	6.2L Atmospheric V8 OHV 16V LT2	490-495	465-470	RWD
Corvette Grand Sport	6.2L Atmospheric V8 OHV 16V LT2	~510	~490	RWD
Corvette E-Ray	6.2L Atmospheric V8 OHV 16V LT2 + Hybrid Electric	~600	~575	AWD
Corvette Z06	5.5L Atmospheric V8 DOHC 32V FPC LT6	~600	~550	RWD
Corvette ZR1	5.5L Twin-Turbo V8 DOHC 32V LT7	~850	~750	RWD
Corvette Zora	5.5L Twin-Turbo V8 DOHC 32V LT7 + Hybrid Electric	~1000	~1000	AWD

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

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Place
Stamp
Here

