



WILLAMETTE VALLEY CORVETTE ASSOCIATION



CORVETTES
Salem, Oregon

GLASS SASS

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VOLUME 37, ISSUE OCTOBER 2016

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With the new board being voted in at the October meeting, this will be my last Presidents Corner article.

I am proud to be a member of the WVCA, one of the oldest Corvette clubs on the west coast. I have truly enjoyed my time as President and look forward to participating in the future success of the club. This is a very diverse group brought together by the love of our cars, the Corvette, and the camaraderie and friendships that have developed in my time in the WVCA are priceless.

I hope everybody will get behind the new board and support them as they step into their new positions. Please remember that these people volunteered for this. I think it is important that members respect this and try to keep everything in perspective. There is no reason for meetings to get bogged down with minutiae, as always I encourage members to participate but keep things on a civil level. Keep in mind that we are a car club. Driving and having fun is what it is all about, right?

I like driving in general but I love driving my Corvette. I recently noticed that my odometer had clicked over 145,000 miles, I can account for nearly 85,000 of those and can honestly say that there has not been 1 mile that I wasn't smiling ear to ear. With the traffic I am in every night on my way home from work in Portland, that fact makes it not only bearable but an enjoyable experience every day. I consider myself a lucky man.

WVCA is heading towards our 50th anniversary and planning is already underway. PARTICIPATE! See you at the next meeting, only this time from the other side of the table.

Thank you for your support over the last 4 years.



Hello Fellow Corvette Enthusiasts,

With the end of Summer and beginning of Fall, so ends my term in office. I would like to thank the following members who sponsored a Jacket Night: Jan. Tom & Shelly Paddock, Mar. Paul & Pat Ennor, Apr. Steve & Cindy Tuttle, May Duane & Sandra Stark, Jun. Jim & Roxanna Tiano, Jul. Al & Pat Manrubia, Aug. Wayne & Janet Kreger, Sep. John & Ann Elegant. The food and beverages at each were excellent. The last Jacket Night will be Nov. 16th, sponsored by (RSM) Roxie, Shelly, & Maryann at the Bear Creek Tap House, Molalla, OR. More details at the next two general meetings. Yamhill/Carlton and Cascade Homecomings were Sep 30th. Thank you to all who participated. Stayton High Schools Homecoming will be on Thurs., Oct. 13th sponsored by Brian & Angie

Harper. The King, Queen and Court is 14 people. At this time there are 8 volunteers and cars. If you are interested in participating please contact the Harpers: brian@summitclean.com, angie@summitclean.com. (503) 949-2876. 6 more cars would be appreciated. At the Cascade Homecoming I experienced "A Corvette Moment". Three boys were standing on the hill as I entered the staging area in the parking lot. A boy named Bret asked if he could sit in my corvette. It caught me by surprise that he would ask to sit in my car. I said sure and saw a big smile and his eyes light up as I opened the door. He had just sat down and was looking at all the gauges when I had to move up in line so I asked him if he would like to ride the next 15 ft. to the parking area. He excitedly replied "Yes". When he got out of the car I saw and heard the other boys giving him High 5's and saying to him how lucky he was to ride in a corvette! He probably didn't have to buy his own pop and snacks the rest of the night!

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 for 2016

President: Tom Paddock

503-409-6115

president@willamettevalleycorvettes.com

Vice President: Roger Burgess

503-390-1497

vp@willamettevalleycorvettes.com

Secretary: Shelly Paddock

503-871-4466

secretary@willamettevalleycorvettes.com

Treasurer: Barbara Fuller

503-589-1077

treasurer@willamettevalleycorvettes.com

Webmaster: Ken Arck

503-678-6182

webmaster@willamettevalleycorvettes.com

Member-at-Large: Steve Tuttle

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Willamette Valley CORVETTE Association

October 6th 2016

Meeting was called to order at 6:30 PM by President Tom Paddock.

Number of members present: 36

Number of guests present: 4

Guests: Jim Jacks, 1982

Dave (& Lisa) Jackson, 2011 Jet Stream Blue Convertible

Robert & Kathleen Ridge, 2011 Deep Blue Convertible

New Member: Andy Hoffman 2008 C6 LP4 Black, He recently moved here from Wisconsin and has fulfilled all of the membership requirements.

Motion To vote Andy Hoffman in as a new member of WVCA was put forth by Lucky King, seconded by Al Manrubia and passed without opposition.

October Birthdays: Ken Arck 16th, Al Manrubia 20th, Dave Walery 22nd, Jim Hudson 26th, Claryce King 27th

Treasurer's Report: September Checking Balance at end \$5,440.13. September Money Market Balance at end \$3,208.47.

Motion to accept the September Treasurer Report was put forth by John Elegant, seconded by Lucky King and passed without opposition.

Motion to accept the September minutes was put forth by Gene Kraiter, seconded by Bob Koenig and passed without opposition.

Past Events:

The Ennor's won a trophy for Best 1980's Car at the WVCA Carousel Cruise In.

9/17 & 18 SACC hosted their annual car show at Oktoberfest in Mt. Angel. WVCA sponsored a trophy for \$25. Rainy weather really put a damper on attendance, but over \$700 was raised for the Boys and Girls Club. Faith Grainger who produced the movie the Ace of Spades was there promoting, she may be back soon to have a showing of the movie in Salem.

9/20 is September Jacket night hosted by the Elegants at Café 22 in West Salem. 44 people showed up for what was really good food. John promised that there is something even better in the works for next year.

9/30 was both the Yamhill/Carlton and Cascade High School Homecomings. The kids were appreciative as usual and loved the cars. The only negative incident was a football player jumping into Al Manrubia's car without using the door to sit by his girlfriend. He also still had his cleats on.

Motion A motion to draft a set of guidelines to present to the schools before homecoming will be presented at the November meeting. This motion was put forth by Lee Hart, seconded by Henry Salvatori and passed without opposition.

Motion Tom Paddock will write a letter to Cascade High School regarding Al's experience. A motion was put forth by Lucky King, seconded by Lee Hart and passed without opposition.

Current Events:

10/13 Stayton High School Homecoming. There are 14 cars needed, we have 8 signed up (Harpers, Paddocks, Muhle, Hughes, Stark, Koenig's x2, and Harts), Harpers are hosting the event. Meet at the school at 7pm.

10/22, 6pm is the Annual Awards Banquet at Oak Knoll Restaurant. Once again we will have the entire restaurant and bar to ourselves. The meal choices are prime rib, herbed chicken and salmon. Please contact Shelly Paddock at shellyrocks2@gmail.com if you would like to sign up. Cost is \$30 per person.

Motion Lee Hart made the following motion "I move to spend \$25 of WVCA money on each person who attends both the year-end banquet and the Christmas party for food. This amount would total \$2,500 for 50 people. Treasury money belongs to the members who paid dues, worked on projects and bought 50/50 tickets. There is no valid reason to have more than \$500 to \$1,000 carry-over to the next budget year. That money should be spent on members.

Lucky King reminded the club that the \$3,000 in savings is off limits and for emergency use only.

John Elegant reminded the club that we had 3 horrible monthly meetings for an item that was a fraction of this amount.

Dawn Gloeckner reminded the club that last year we did supplement a portion of the meal.

Kay Hanson reminded the club that we have our 50 year anniversary in 2018 and want to do something big to celebrate, this will cost money. We need to save for that.

MSP Lee Hart put forth the motion to supplement the cost of meals at the Annual Awards Banquet and the Christmas Party, Al Manrubia seconded it. This motion failed unanimously, there were no votes to pass this motion.

Motion Kay Hanson put forth the motion that the excess money in the budget be saved for our 50 Year Anniversary, Dawn Gloeckner seconded and the motion passed without opposition.

11/16 is the November Jacket Night in Molalla. Roger Burgess will lead from Harbor Freight on Portland Road. More information to follow.

Elections The proposed 2016-2017 board is as follows: Julie Hughes, President, Dawn Gloeckner, Vice President, Jim Tiano, Treasurer, Shelly Paddock, Secretary, Lucky King, Historian and Lee Hart, Member-at-Large. Anyone can nominate and/or write in alternative candidates on the ballot, don't forget your dues need to be paid in order to vote. Tom Paddock and Roger Burgess both expressed thanks to the club members for their support during their terms on the Board.

Results The proposed board was voted in unanimously, with the annual exception of 1 vote for Mickey Mouse. Congratulations!

Corvette Update John Elegant had photos of a track version of the new ZR1 that he passed out. It is 432 days until the reveal of the C8, John and Stan are going to Detroit to attend this if anyone is interested.

Trivia Within 100 what was the total production of the entire C6 generation? Dawn Gloeckner answered correctly with 215,000. Over 9 years 215,123 were produced.

50/50 Drawing: Thank you Jim Tiano for collecting \$110. \$55 to the club, Kathleen Ridge drew Barbara Fuller for \$27.50 and Robert Ridge drew Lucky King for \$27.50. Second month in a row for Lucky, maybe that's why they call him Lucky!

Adjourn at 7:25pm

Respectfully submitted by Shelly Paddock - 10/9/2016



WVCA INCOMING BOARD MEMBERS FOR 2017

Congratulations to the new members! Ken Arck and Buzz Blogg continue in their Webmaster and Editor positions.



*Julie Hughes
President*



*Dawn Gloeckner
Vice President*



*Shelly Paddock
Secretary*



*Lee Hart
Historian*



*Jim Tiano
Treasurer*



*Lucky King
Member at Large*



WVCA OUTGOING BOARD MEMBERS 2016

THANK YOU to the outgoing Board: Tom Paddock, Roger Burgess, Shelly Paddock, who carried over, Steve Tuttle and Barbara Fuller for your service!



*Tom Paddock
President*



*Roger Burgess
Vice President*



*Shelly Paddock
Secretary*



*Ken Arck
Historian*



*Barbara Fuller
Treasurer*



*Steve Tuttle
Member at Large*

Jacket Night for September was a huge success!



Wednesday Night the 21st TWENTY of the prettiest, shiniest cars in the city converged on Aspenwall's Fruit stand and Café 22 for a really great eating experience. Menu items included half a chicken, short rack of ribs or steak with sides, and I am telling you, this BBQ is one of the best in town if not the best. Everyone was happy and satisfied and we saw some of the members who do not usually show up at our gatherings, so it was nice to reconnect.

On the way home we were treated to a great lightning show complete with lots of THUNDER , and a bit later a bunch of rain that we needed, although not in that quantity!!

Who wants a Mid-Engine Supercar???

Want Proof That The Mid-Engine Corvette Is Coming? But FIRST!

Here is what we know. First, before getting into the 2019 C8 mid-engine proof which is below, there will be, next year, as a 2018 model, a souped-up track version of the Z06. Whether it is called a ZR1 or a Z06X or whatever, is not yet know. It will have a wing and additional aero components, at least have 700 HP, and is designed to out-do the Viper ACX on the track, in other words a monster! Whether it will be street legal is also not yet know. The name of its motor is also not known, but probably either a LTX or a LT5.

Here are some pictures thanks to KGP Spy Photography:





NOW TO THE EXPLOSIVE C8 MID-ENGINE PROOF!

We thank AutoWeek, and again KGP Spy Photography for these pictures and attendant article.

figures and attendant article.

The "Emperor" is coming! Yes, that is the mid-engines' internal code name at this point, just as the C7 was internally called the Blue Devil. That will not be its formal/actual name when it is revealed.

The mid-engined Corvette will debut at the Detroit Auto Show, NAIAS, on January 9, 2018. It will be for sale in August or September of that year. It will not, as reported earlier, replace the front-engined C7, for the C7 will continue until at least 2020 or 2021. And of course, we knew that with the 450,000 square foot paint shop addition to Bowling Green Assembly Plant, that allowed the current paint shop's area within the Plant to be used for, no surprise here, a second assembly area – just like the Cadillac Allianté was produced inside the existing Plant for several years.

Here's where what we know becomes murkier. We do not know the C8's price, nor its powerplant -- though it will thankfully be a V8. We even doubt it will be called a C8, instead probably a ZR1 or ZORA. We also do not definitely know its price point, whether it will be under \$100,000 (or even \$80,000 as rumored by Car and Driver), or whether it will start at \$150,000 or even higher. Hence why there will continue to be a C7 with its \$60,000 entry price and its 7M manual transmission option. We doubt the mid-engine will even offer a manual transmission model, instead only having a DCT automatic.

Originally Posted by AutoWeek

Spy photos show new Corvette undergoing development testing.

If recent reports are to be believed, the long-rumored mid-engine Chevrolet Corvette could be here as early as 2019. Naturally, Chevy is trying to keep a tight lid on the development, but these fresh spy photos give us the clearest look yet at the upcoming car.

They're far from conclusive, but whatever Chevy is cooking up, it's a radical departure from the Corvette as we know it -- and the engine is definitely not up front.

For years, we've heard rumors that the C7 would be the last "traditional" Corvette -- that, with the latest (and truly excellent) Corvette incarnation, the front-engine, rear-wheel-drive formula has been pushed to its limit. The vehicle we're looking at, then,

is very likely the next step in Corvette evolution. It still looks a lot like a development mule with a handful of C7 carryovers (the taillights, for example), but that extremely short nose and elongated rear end speak volumes.

Details remain predictably sparse; powertrain, price and performance all remain sketchy. Even its real name is an unknown; the project is apparently codenamed "Emperor," and "Zora," a tribute to the father of the Corvette, has been in the mix for a while now.

Also unclear is its position in the Chevrolet performance lineup. Will it replace the C7 outright, or will the two coexist for a while? Assuming the mid-engine car arrives in 2019, the C7 will only be 5 years old -- too young to discontinue, at least by previous 'Vette generation standards.

But perhaps the biggest question is whether the change of configuration will turn off the model's loyalists -- though we'll note they seem content to cheer on the highly successful mid-engine Corvette Daytona Prototypes. We'll bring you news and rumors (well, the semi-believable ones, at least) as they become available.

Read more: [2019 Chevrolet Corvette C8 mid-engine prototype shown in spy photos](#)

Thanks to John elegant for the above article

TOP TIER Gasoline: AAA's Report On Why You Should Buy It!

AAA has just released a 34 page report on why we should use Top Tier gasolines in all our vehicles. The link to the entire article is at the end of this, though if you want to just read the two pages of findings, here you go:

[AAA: Not All Gasoline Created Equal | AAA NewsRoom](#)

"AAA was surprised to learn the extent to which detergent additives impact gasoline quality," revealed John Nielsen, AAA's managing director of Automotive Engineering and Repair. "As advertised, tested TOP TIER gasolines kept engines remarkably cleaner than other fuels we tested."

"When it comes to selecting a gasoline, automakers got it right -- TOP TIER gasoline performs best," continued Nielsen. "By selecting a quality gasoline, drivers can minimize engine deposits, increase vehicle performance and improve fuel economy."

If you are interested in the nitty gritty, go to the following link for more: <http://www.aaa.com/AAA/common/AAR/fi...ull-Report.pdf>

Contributed by John Elegant



Trivia Corner

Bill Mitchell

William L. Mitchell was born in Cleveland, Ohio but grew up in Greenville, Pennsylvania. He got his love for cars from his father who was a Buick dealer and who frequently brought home Stutz and Mercer sport car trade-ins. Mitchell was passionate with cars and motorcycles.

He loves to draw and drive

them. He received formal training at the Carnegie Institute of Technology (now Carnegie Mellon University) in Pittsburgh in 1930 and at the Art Students League in New York City from 1930 to 1931.

He began working for General Motors on December of 1935. He was assigned at the Art and Color Section. After working for almost one year, he became the Chief Designer at Cadillac Studio in 1937. He succeeded Harley Earl's job as a Design Chief of GM. Bill Mitchell is best described as an artist and an automotive designer. His best work combined a sleek, sharp-edged appearance and the sensation of great power and all-out speed.

When GM was out of racing officially, he rented a garage together with his own team near GM's Warren, Michigan Tech Center. He exerted great effort in making Zora Duntov's Sebring SS mule car a SCCA C Production champion in 1960. at first no one believe him, his co-workers and people outside that he could make it. But it did not stop him because nothing is impossible for him, he strive hard to make it possible.

Mitchell worked for GM for 42 years, he became the Vice President of the Design Staff in 1977. He was responsible for designs from 1958 to 1977 that produced 72 million cars, including the Buick Riviera, Chevrolet Camaro, Pontiac Firebird, Cadillac Seville, and the Corvette, his personal favorite. He retires in 1977. After his retirement he operated a private design consulting firm, the William L. Mitchell Design, from 1977 to 1984.

Thanks to the Corvette Forum for this article.



Everyone has a "moment" when they are showing or driving their cars. Whether to an event or just going to

the grocery store, a Thumbs-up is gonna happen..period!

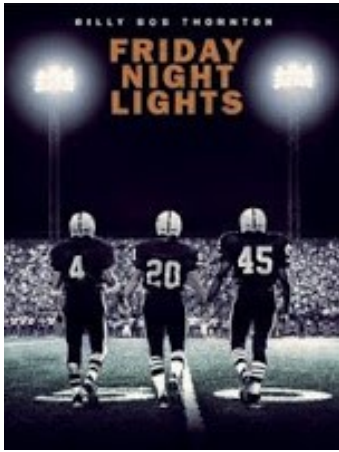
At the homecoming on Friday at Carlton, there was a screw-up and the "Kings" were not allowed off the field by their coach, so "Tony" (the tiger) subbed in my car.

We were talking about various stuff when the little guy in the above photo came up and started eyeballing the car and eventually he, like the kid in Roger's story asked if he could sit in it, and he did. He then wanted to know if he could start it when we started the parade and I said yes, and he did. He was appropriately impressed and asked me if I was Tony's Father, to which I replied "No..I am old enough to be his Grandfather", and he replies "Well, that explains it.."

"Explains what"?, I asked.

"How you can afford this car. All you old guys have lots of money so you can have these nice cars"...and I began to feel my old age again.....*Buzz Blogg*





One of our Community services activities has been to act as chauffeurs for the Princesses, Kings and Queens at the annual Homecoming games for some of the area High Schools. This year was no different as we split the duties between Yamhill/Carlton and Cascade schools. It is a good time and we all have fun! Photos by Buzz, Lee and Sandra; thanks guys!









TROPHY CORNER

Stan has been at it AGAIN! He has taken several trophies this Summer and Paul Ennor won an event as well, so our little eating club with a Corvette problem is doing pretty well for itself and congratulations again to Stan and Paul on your wins! John Elegant also took home a trophy as well earlier this Year.



**Willamette Valley Corvette Association
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**Place
Stamp
Here**

