



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 41, ISSUE 10

OCTOBER 2019

PRESIDENT'S CORNER OCTOBER, 2019

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**President
Stan Czerniak**

It is really hard for me to believe that the Summer that we waited for so long to come, has actually already come and gone! And now we have entered a new Fall and with it, the return to cool weather and unfortunately, many more frequent days of rainy weather! And this year, it seems as if the rains have come about a month early!!! Oh well, that does not mean that we all need to hibernate!

Like the majority of you, I really like to keep my CORVETTE clean and shiny, but with the advent of Oregon's rainy season, this has become a much more difficult task. So, in view of this, many of us wrap up our prized CORVETTE treasures, cover them up and keep them in a clean and dry place until the long Fall and

Winter seasons are over. In other words, we don't drive our CORVETTES for several months each year!

And while this approach does work to keep our cars clean and shiny for the long wetter months, it doesn't do much good for those of us who really love to drive our CORVETTES! And frankly, as I get older, I also grow more impatient and less willing to defer my gratifications, when it comes to waiting for fun things that I like to do! And when it comes to enjoying the thrill of driving my CORVETTE, this means that I am less willing to wait until next Spring or Summer, for that pleasure! (Continued on page 3)



**Vice President
Kent Muhle**

Last month I waxed poetic about the upcoming C8 and how much of a game changer the car is. Since then, I drove my first C3, Paul and Pat Ennor's 73 big block (BIG BLOCK) 4 spd convertible to our last cars and coffee. As you will see later in this newsletter, Paul had his own thoughts on me borrowing the 73, but it changed my mind about Corvettes in general. As any of you know after seeing my driving style and hearing my old C5 I'm a performance guy. Function first, form second. The faster I can accelerate, the harder I can brake, the fastest I can corner are what turns me on. I get style, maybe I'm not the flashiest on the block but I like clean lines, no emblems or creases, and I like any color on any accessory as long as it's black.

Then I bump my car and this bright red convertible presents itself. Like I said, I've never driven a C3 before. I drove a few C4's when they first came out, and built more than a few cars using the C4 suspensions, but my C5 is my first and only Corvette. The C6 didn't interest me at all, except the Z06 which didn't have a removable roof panel, so not for me. The C5 Z06 didn't interest me either, cuz I don't like the look of the FRC, plus the whole removable roof panel thing.

So on a Saturday morning, I'm at Pat and Paul's house and am being handed the keys to a car that I'm sure has more value to the Ennors than I do!!! Have they seen me drive? I have to tell you that I almost instantly fell in love with the car. Is it faster than my C5? Nope, not by a long shot. Is it as comfortable? Nope, not by a long shot. Does it handle as well? You must be kidding!!! Was it as entertaining? YES SIR/MA'AM. (Continued on Page 3)

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

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If your car could
travel at the speed
of light, would your
headlights work?

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

OCTOBER 3RD 2019

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

Members present: 35

Guests- None

New Members: Ken Marshall '19 ELB ZR1 and Dan Motley '99 C4 were welcomed by all in attendance.

Birthdays: Sue Shiarla 5th, Ken Arck 16th, Al Manrubia 20th, Dave Walery (aka Mr. Christmas) 22nd, Claryce King 27th

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Bob Koenig

Motion seconded by: Wayne Kreger

Vote by membership: unanimous

Treasurer's Report: Sandra Stark

Amount in Checking: \$ 5,522.62

Amount in Savings: \$ 10,609.24

Amount Petty Cash: \$ 11.00

Total All Accounts: \$16,142.86

Motion to accept presented by: Wayne Kreger

Motion seconded by: Annie Koenig

Vote by membership: unanimous

General Motors/ Bowling Green/ Mid Engine Corvette update: Stan Czerniak

John Elegant was not present after having just returned from the C8 Convertible reveal. The new C8 Convertible will be the first retractable hardtop offered on a Corvette. The video shows the top retracting at a undefined speed that seemed to be more than a crawl. Buzz Blogg seemed pretty excited and was grinning from ear to ear as he talked about the reveal. Hopefully the UAW strike will be done so as not to delay any C8 orders.

Roger and Maryann Burgess talked about their trip with the Pacific Northwest Corvette Caravan back to Bowling Green Kentucky. They had a lot of fun and met a lot of people and were very impressed with how well everything flowed with all the people that attended. Food and fuel stops were all done quickly and stops at dealerships and other clubs along the way added to the fun. At Mid America they served 4,000 people in about 15 minutes.

For the most current information available be sure to register over at MidEngineCorvetteForum.com, which is moderated by John.

President Stan Czerniak talked about the recent Cars and Coffee sponsored by Capitol Chevrolet and reported that there were around 40 cars,

(Continued from cover) So during the coming colder and wetter months, I do not plan to keep my CORVETTE in long term storage, but rather will be on the lookout and take every opportunity to drive my favorite car on those occasional nicer days and even on some of the wetter days!!! Our cars do not melt when they get wet and YES, we have to be more careful, when we drive in the rain and YES we also will have to devote more time to cleaning our CORVETTES in the coming months, than during the drier months! But, there will also be interspaced, between the raining days, better weather conditions that allow us to get out and experience the thrill of driving America's only true sports car!!! EVEN IN THE WINTER!

Simply stated, "life is too short to have to wait for the perfect day to enjoy our CORVETTES and we have to take and MAKE every opportunity, to fire up our "glass chariots" and go for a ride!!!

On a different note, it is also hard to believe that another WVCA Board of Election time is already upon us! It seems like it was not that long ago that I was elected as the Association's President and yesterday marked the 10th membership meeting that I have chaired! And I have to admit, that although being the WVCA President has been challenging and even frustrating at times, in the main it has been a wonderful experience and I am honored and glad to have had this opportunity to serve you! In this capacity, I have gotten to know many of you much better and have thereby learned what a diverse and really fun and special membership group that we have!

You guys have always come through, especially when extra effort and concern were needed to get the job done! And oh yeah, have we ever collectively had our successes this year! To name a few: WVCA put on the most attended CAR SHOW in the state of Oregon: three very successful Cruise In's; provided sponsorship for the Oregon Food Bank and to the Liberty House for abused children and participated in the Iris Parade and been involved in a host of Cruises and Jacket Nights!!! Our financial situation is much better than it has ever been and other CORVETTE Clubs look up to us!!! Yes, indeed, the WVCA has many reasons to be proud of our accomplishments!!! And more importantly, we had FUN doing it!!!

I am particularly pleased that we have been able to attract newer and, in some cases, younger members, who will help to provide the needed future leadership and ensure that the WVCA will continue far into the future! We, as a CORVETTE ASSOCIATION, have endured for 51 years and if we can continue to bring in new members, we will continue to be an enthusiastic group of CORVETTE LOVERS, for many, many years from now! I personally believe that this is what our Association founders had originally intended, when they formed the WVCA and that we, as current members have an obligation to try to perpetuate this Association and continually make it the BEST it can be!!!

So, my fellow CORVETTE enthusiasts, please think very hard and long about, not only where we are today, as an Association, but much more importantly, where we want this fine organization to go in the future! To this end, please come to the next meeting prepared to elect our next group

of leaders, who will help carry us from where we are today, to where we want to be in the future!!! In this regard, I am happy that we have several members who are willing to assume the reins of leadership for our fine organization and to help lead us in the coming year!

This future can be whatever we want it to be, as it truly is in our collective hands to make sure that this happens!!!

Best Regards,

Your Association President,



Stan W Czerniak

(Continued from front cover) The view from inside is amazing! Looking over the big block hood and aiming the thing according to those beautiful fender arches is a view I won't soon forget! As you recall, the last Cars and Coffee was in a tiny window of no rain, but it was too cold to take the top down. The pavement was dry and it was a good day to drive. I normally get a few thumbs up any time I drive the Amish Vette, but this car attracted an undue amount of attention. The tuning was off on the carb and it took some attention to drive, but I noticed people snapping their heads at this bright red beauty and the sound that 454 made. You want to be seen? A red C3 convertible is hard to beat!

If you've only driven C-4 and newer Corvettes, you are really missing out. I rank my time with the Ennor-'s C3 as one of my top ten Corvette driving experiences. Thank you Paul and Pat for allowing me time in your plastic family member. I still haven't driven a C1 or C2 (although I have ridden in a C2, a 66 fuelie with 4:11 gears that changed my life!!!) so if you have one up for grabs, and want a review of your car in the Glass Sass let me know. I will treat it with respect, and return it in the same condition if not better.

As far as my C5 goes, some of you know I ran over a giant I-Beam in the road and hurt it. Badly. I bought a new set of wheels, two new tires, and there is still \$9900 in damage after that. It's all cosmetic, and I drove it with the new wheels and tires and an alignment and it drives like it always did. Now I get to decide whether I want to buy My car back as a total and just have fun, or buy another one.

I think the best course of action is to buy the total back and drive it. It's fine, and with the extra \$ I get I can make it even faster. Like I need that...

See ya'll at the next event. Drive your cars with pride, and enjoy what you've got. Things change in a heart-beat sometimes, and you never know what is gonna hit you next!!!



even with the questionable weather outlook. Capitol Chevrolet was impressed with the turnout, even with most attendees being WVCA members. The Cars and Coffee series was a big success that we will hopefully be able to build on next year.

Dues are due, please pay if you haven't already done so.

Kelly Smothers reported for the election committee and presented the board recommendations as follows:

President- Stan Czerniak will run for a 2nd consecutive term

Vice President- Shane Massey

Secretary- Andrea Smothers

Treasurer- Kelly Smothers

Member at Large- Andrea Massey

Historian- Ken Arck

The Board elections will be held at the November meeting, please attend to cast a ballot.

Activities Report: Shane Massey

Julie Hughes volunteered to chair the Christmas Party committee. More to come at a future meeting

Upcoming Activities:

October 16th- Jacket Night- Almost Home Restaurant and Steak House 3310 Market St NE Salem, OR- meet there at 6:00pm Contact Shane Massey if you want to attend but were not able to sign up.

October 26th- Halloween Party hosted by Shane and Andrea Massey- Trexler Farm 20146 Ferry Rd SE Stayton OR- \$20 buffet costumes are encouraged but not required.

SACC- Wayne Kreger

The Mt Angel Otoberfest Cruise Ins had 85 attendees over the Saturday and Sunday events. Saturday had new WVCA member Ken Marshall winning coolest Vette with his 2019 Elkhart Lake Blue ZR1! Weather was a major downer on Sunday and only 15 cars showed up. Most of the proceeds were distributed to charities with a small amount for SACC. Sandra Stark asked about an update for Cascade HS Homecoming, they haven't contacted anybody and may have gone a different direction this year.

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.

Tech Time-

Stan Czerniak got a warning for not having his license plate attached to the front of the car. He ended up throwing Buzz Blogg under the bus and recited the statute but the officer gave Stan a warning. Stan acquired a front plate holder that he intends to use.

Trivia- Stan Czerniak told about all the Corvette production milestone cars and that they were White exterior with Red interiors...except the #250,000.

Somebody answered correctly that it was in 1969 and was Gold exterior with a Black interior. Somebody got the 50/50 tickets.

50/50 Raffle

\$ 92 total collected by Lucky King

\$ 48.00 to the club

\$ 22.00 drawn with Roger Burgess winning.

\$ 22.00 drawn with Julie Hughes winning.

Meeting adjourned by Stan Czerniak at 7:19



WVCA AFTER 51 YEARS – WHAT IS OUR CORVETTE CLUB ALL ABOUT ANYWAY?

By: Paul Ennor

Here I am again for another month but rather than tell stories from my fading memory of the past I thought I'd just take off on a little different path. I hope that my loyal readers of this column will hang in there as I go off on a tangent and examine the simple question. "what is our Corvette Club about anyway?" OK, let's go:

I remember sitting in a WVCA meeting decades ago when a member, now long gone, started on a speech decrying the fact that as far as he was concerned WVCA was only a social club and not a car club anymore. I only thought about this long-forgotten memory recently after talking to VP Kent on the phone when the conversation deviated from carburetors, cams, car colors and all sorts of unrelated automobile subjects to the people who actually own Corvettes. I asked Kent a simple question, "Why did you buy a Corvette". His answer was so different from the reason why I bought a Corvette that it got me thinking about something. It dawned on me that all of us in WVCA have our own reasons for owning a Vette. Some of you no doubt want maximum power and the ability to fry \$1000 tires with abandon. OK fine, that's not my thing but it might be yours. I bought a corvette for the style. I just love how they look. That didn't seem to be on Kent's list though. Although I wasn't sure after an hour if it was power or handling that drove is Corvette passion. He loves black. I want Color. Any color but not black or white, grey or silver or any of the other "color delete options" out there. Most of our member own and like C7's. I'm in a district minority who like the C3's or earlier generations and that's because of how they look, not how they perform. So, I'll digress here and move on.

Let's agree first that we don't have any single reason why we own a Corvette. So exactly why do we show up in a room at Cap Chev once a month to plan events and talk over any number of unrelated subjects. It seems to me that it's because we generally like each other's company and want to be together. So, what's the attraction? It's our shared love of the Corvette and a desire to do things with other people who share the same passion. The Corvette is special and has been for eight generations now. I can't explain exactly what the special quality is though. You might own a classic C1 and still want to hang out with the guy who just ordered the newest C8. Those Corvette couldn't be any different. Yet their owners are brought together by some almost magical attraction. I wish I knew what it was but I don't. At our last Cars & coffee I was amazed as I walked around admiring all the shiny C7's and wished that I owned one or could even drive one to experience the newness.

Then I went back and sat between my two old C3's ashamed of how shabby my 73 has become and wondering why I even keep a car that I can't drive safely due to my disability only to be jerked back into reality by Kent who had asked to take that old red roadster to the show for me. Then he said how much he loved looking over the fenders of that C3, how people gave him a thumbs up as he drove it. Then he told me mine was the only C3 he'd ever driven. "Really?" was my reaction as I realized that I had never driven any generation except the C3's. What a sheltered life Kent and I have lived. We talked for hours on the phone that evening as he pointed out some flaws in my old 73, most of which I was quite aware of. He wasn't being cruel he was offering to help me fix its deficiencies. There we sat. Me who had never driven anything but my two C3's and Kent who was firmly rooted in his C5.

We have nothing in common other than the Corvette. I was a 30-year retired government employee with a computer background. Kent, is a guy with a background in horses who sells RV's for a living. Yet we have become friends because of our incomprehensible love to Chevrolet's fiberglass sports car in general. Not one year, color, or even generation of the car. Just the Corvette in general. Kent admitted that although he has now moved to Oregon City, he still wants to remain in WVCA. I almost left WVCA after a stroke laid me low in 2011 and kept me out of my 4-speed Vette. But I wanted to remain in the club for reasons I can't explain. I desired to stay so bad that I even bought another Corvette with an automatic so I could drive to meetings and events.

So, in summary, WVCA is a social club as that old member lamented decades ago. But it's a social club held together by the Corvette automobile.



Mid Engine Monthly Update (By John Elegant)

The C8 world keeps exploding in a positive way, with GM announcing the HT convertible will be revealed October 2nd, at the Kennedy Space Center. I am again very fortunate to have receive/attend a GM media invite.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/69611-10-02-19-c8-ht-convertible-reveal>

Here is one picture of its beauty that I took at the reveal. And what a treat to have the C8.R revealed there too.



What is the word “nacelle” that GM is using to describes those behind-the-seat tapered, rearward diminishing “cones”? The origin goes way back, but in post WW II times, it means, “the enclosed part of an airplane, dirigible, etc., in which the engine is housed or in which cargo or passengers are carried.” Lockheed Martin uses the term to describe their aircraft engine housings. *Oh, if the word “nacelles” sounds familiar, those are the structures that house the engines on the Star Trek’s Enterprise. Warp Speed; thank you Mr. Sulu!*

Excitingly is that very first C8 actual, matched-with-an-allocation orders *were formally accepted to GM order status 3000*, “Order Accepted for Production Control.” That is a massive milestone, that after 66 years of mid engine Corvette discussion, then years waiting for its formal reveal, actual customer orders now working their way to currently-scheduled, December 2nd start of production — with first customer deliveries estimated to be around February 1st. Meanwhile, GM is starting to share timing for when currently-constrained accessories will become available. <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/68848-updated-constraint-timing-for-specific-options-and-accessories>

Will the C8 coupe have sufficient cargo space for your needs? At the link we have both pictures and videos, including of a great set of luggage options by ClubGlove. Yes, the C8 coupe will fit EVERY piece of this luggage in this picture at one time (as it will the entire C7 five-piece luggage set).



<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/66647-will-the-c8-have-sufficient-cargo-capacity-for-your-needs>

A new video, a 20 minute interview of Harlan is here for your pleasure; it contains some new and more info.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/69663-inside-the-2020-c8-corvette-with-product-manager-harlan-charles-video>

If have not seen this earlier infotainment presentation video, not only is it a hoot, but super informative also.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/54965-c8-infotainment-walk-through>

For those who wish to “Build & Price” their C8, thanks to the talented “MKenM” for developing this excellent spreadsheet (he created the best C7 one too). <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/70426-c8-build-and-pricing-including-options-spreadsheet-thanks-to-mkenm>

Contemplating a C8 high wing, but still not sure? Pictures are still very limited, in fact none from GM other than the “visualizer,” but two pictures of it taken off the car were taken 7.18.19 reveal are found/posted here, and this one from the C8 accessory catalog. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/69750-found-great-high-wing-picture>



Thanks for reading, and if I can ever be of help in any way, having already helped many decide their 25 C8's exact ordering specs, of course N/C, please contact me via “John” at the forum.

2019 Standing Committees

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

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 Steve Halverson

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

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Place
Stamp
Here

