



WILLAMETTE VALLEY CORVETTE ASSOCIATION



CORVETTES
Salem, Oregon

GLASS SASS

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VOLUME 37, ISSUE 9 SEPTEMBER 2016

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CORNER**

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With next month's elections this will be my last Presidents Corner article. The last four years I have served on the board have been an interesting experience that has had its share of, fortunately, more highs than lows. I have enjoyed all the WVCA events and runs and I always get a kick out of listening to other members talk about the previous months events, you can see the excitement on their faces as they vividly recreate the story (sometimes maybe only slightly embellished) for other members. This, to me anyway, is what a car club is about; having fun driving our cars and sharing the experiences.

I have tried to promote participation in all levels of activities. There is a lot that happens behind the scenes at WVCA and the tasks can appear quite daunting, but when spread out among several members it can not only make everything easier, but there is also more fun. Event participation shows appreciation for the efforts put forth by fellow members. While some of the best runs I have been on include only a few cars, NOTHING compares to being in a large group rolling down the road. What a great way to promote not only the WVCA but also creating interest and possibly future Corvette owners.

Last month I thanked the current board members for their efforts and support during the last couple of years. I would also like to thank all the members of WVCA and applaud their participation and efforts to help improve club processes. I look forward to participating in future events and encourage everybody to show your support for your new board members.

Save the wave!



I Hope you all have taken advantage of this great weather for cruising this summer as Maryann and I have. Whenever we have had spare time we have taken drives as short as 10 miles and as long as a 312 mile Sunday afternoon drive across the Santiam Pass, over to Madras and around Mt Hood. Our most memorable event was the trip to The Dalles and Maryhill Winery. After lunch at their lake house Brian and Angie Harper showed the Tiano's, Paddocks, and us a shortcut from Detroit to The Dalles using paved Forest Service roads and seldom used state highways." Did Brian set his record time?" Enough said about that. If you ever get the chance to go to a concert at Maryhill Winery do so, the setting is great. I have to admit that Jeff Beck's music was way outside my wheel house but it was a great time. Thanks

again Jim & Roxie for setting up the trip. Thank you Duane and Sandra Stark for hosting the Pot Luck Picnic at their picturesque home. Many members attended and all the different dishes and desserts were delicious. Since my 2 terms as Vice President is coming to an end I want to personally thank all the Activity Committee Members for their support: Buzz & Barb, Jim & Roxanna, Tom & Shelly, Steve & Cindy, Julie, John & Della, Gene & Liz, Don & Sherry, Joe & Margie. If you have never served on the Activities Committee, I encourage you to do so, it's fun and there is no better way to learn what it takes to plan and execute successful events. Sep 21st Jacket night is being sponsored by the Elegant's. Meet at Café 22 West, 5172 Salem Dallas Hwy N.W. Salem, OR at 6:00 p.m. All members; your support has been appreciated.

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

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Vice President: Roger Burgess

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Secretary: Shelly Paddock

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Treasurer: Barbara Fuller

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Webmaster: Ken Arck

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Member-at-Large: Steve Tuttle

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Willamette Valley CORVETTE Association

September 4th 2016

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

Number of members present: 44

Number of guests present: 1

Guests: Andy Hoffman 2008 C6 LP4 Black, He recently moved here from Wisconsin

September Birthdays: Charlotte Burton 4th, Ann Elegant 6th, Bob Watilo 9th, Pat Ennor 24th, Kent Muhle 26th, Roxie Tiano 28th, Duane Stark 29th

Treasurer's Report: August Checking Balance at end \$5,619.20. August Money Market Balance at end \$3,208.45.

Motion to accept the August Treasurer Report was put forth by Lucky King, seconded by Gene Kraiter and passed without opposition.

REMINDER: Dues are due before the October meeting. You can't vote unless you have paid your dues. Barbara Fuller will send a list of who has paid as an email blast by the end of next week. Please mail your dues to Barbara at her address if you haven't already paid your dues. They are \$50 for a family membership and \$35 for an individual membership.

Motion to accept the August minutes as amended was put forth by Wayne Kreger, seconded by Bob Koenig and passed without opposition.

Past Events:

- ◆ Annual picnic on 8/7/15 hosted by the Stark's. Thank you Sandy and Duane for hosting, also thank you to the Koenigs, Kay Hanson and the Paddocks for helping set up and take down. Also a big thank you to Lee Hart for taking photos to add missing cars to our wall at Walery's pizza.
- ◆ 8/17 was August Jacket Night. We went to the Cruise in at Stayton A&W Restaurant. 11 cars from our club showed up with 125 total. Proceeds went to the Strohmeier Scholarship Fund.
- ◆ 8/20 was the Jeff Beck Concert at Marylhurst Winery, hosted by the Tianos. 3 cars left Salem and drove to Detroit Lake where the Harper's hosted a great lunch, we then followed them on a great road through the forest to The Dalles. The hotel and concert were great, it was definitely a one in a lifetime experience.
- ◆ 8/27 was the President's Run which was a full day run hosted by the Paddocks. Everyone drove over to the coast and had lunch at the Rogue Brewery in Newport.

Current Events: 9/1 & 2 WWSR is hosting their annual Carousel Cruise In. Friday night is a get together at Rock 'n Rogers on Market St. with a special permit to cruise the gut afterwards. Saturday the cruise in is at the Carousel by the River. Meet at 9am in the parking lot if you would like to bring your car.

- ◆ 9/10 LeMay Car Museum in Tacoma is hosting a free bash, all are welcome. Starts at 1pm.
- ◆ 9/4 Chinook Winds Surf City Car Show, Sunday is just for Corvettes.
- ◆ 9/10 Silverton Flywheel Club is hosting a cruise in at McClay Inn.
- ◆ 9/10 Rogue Valley Corvettes in Jacksonville.
- ◆ 9/17 & 18 SACC is hosting their annual car show at Oktoberfest in Mt. Angel. Entry is \$15 for each day or \$25 if you want a sweatshirt. Faith Grainger who produced the movie the Ace of Spades will be there promoting. **Motion:** Wayne Kreger proposed that our club sponsor a trophy for \$25, Lucky King put forth the motion, Dave Hanson seconded and it passed without opposition.
- ◆ 9/20 is September Jacket night hosted by the Elegants at Café 22 in West Salem. Everyone will meet there at 6pm. We have the back room to ourselves but there is only room for about 30 people. A list of menu options has been passed around for everyone to make their choices, pay at the restaurant.

Elections Committee The proposed 2016-2017 board is as follows: Julie Hughes, President, Dawn Gloeckner, Vice President, Jim Tiano, Treasurer, Shelly Paddock, Secretary, Lucky King, Member-at-Large and Lee Hart, Historian. Anyone can nominate and/or write in alternative candidates on the ballot, we will vote at the October meeting, don't forget your dues need to be paid in order to vote.

There has been some discussion if Dawn Gloeckner can be on the board since she is not the registered owner of a Corvette. Wayne Kreger has looked over the Constitution and By-Laws and cannot find anywhere that says she can't be on the board as long as Julie Hughes signs up for a family membership with her. This has been past practice for past and current board member, Barbara Fuller and Shelly Paddock before she and Tom were married.

Corvette Update John Elegant just returned from a visit to the Corvette Museum and Factory for their Bash. He started with the question does anyone know what square means? In racing it means that all four tires are exactly the same size. The new Camaro is square and also the ZO6X is going to be.

The paint plant is done. The plant tour is now longer to cover it all. 2018 will have 3 new colors, white is one the others are a mystery. If you chose to pick up your new Corvette at the plant you get a buyer's tour. This includes over 40 photos of your car's assembly process in a really nice leather album. The next big event in Bowling Green Kentucky is next April on the 28th, 29th and 30th.

Tech Time Andy Hoffman asked about Hawk's brake pads, Ken Arck said the regular ones work well.

Trivia The C5 broke what tradition with the first 200 cars produced? Dawn Gloeckner answered correctly with color, the first 200 were red instead of the traditional white that had always been the first color produced (in 1997).

50/50 Drawing: Thank you Jim Tiano for collecting \$127. \$64 to the club, Andy Hoffman drew Maryann Burgess for \$31.50 and Barbara Fuller drew Lucky King for \$31.50.

Adjourn at 7:15pm **Respectfully submitted by Shelly Paddock - 9/3/2016**



Paul Ennor Took the trophy for the best 1980 car at the Carousel on Saturday the 3rd. Congratulations Paul: Well Done!!!





Trivia Corner

(Continued from last month)
1999

The Fixed Roof Coupe, that became the basis for the Z06 production was introduced.

2000

Millennium Yellow and Dark Bowling Green Metallic were the two colors that were added.

2001

There were 5,773 Z06 Models produced.

Z06 came with a new power plant known as the LS6.

Horsepower is up to 350, and torque has increased also.

Active Handling and Chrome Exhaust tips are standard.

The colors that has been added for 2001 are Quicksilver metallic and Speedway White.

The Sports Car

In the early days of the automobile, the main thing was to keep going without a breakdown. There was no question of "performance" and the " chauffeur", as he was then called, reckoned himself very fortunate if he was able to cover a distance such as the seventy-five miles from Paris to Rouen, without running into trouble-and troubles were of all kinds, not only mechanical ones. Indeed, up to 1914, although notable progress had been made towards achieving reliability, an average speed of 35 m.p.h.-9 hours for Paris Geneva or 15-16 hours for Paris-Nice, stops excluded was regarded as quite an achievement and was by no means possible for everyone.

Certainly, there were even in those far off times enthusiasts who demanded faster cars with a more brilliant performance. They could not be provided, first because higher speeds demand more efficient brakes and front-wheel brakes had not yet been evolved, and secondly, because we did not have at our disposal all the information which has since made it possible to reduce the weight while increasing the safety factor. This has been achieved by new high-grade steels, by light alloys, by engines which run faster and by factorybuilt bodywork. Here as in everything, the constructors needed time.

AN ESSENTIAL QUESTION

In fact it was only after the first world war, between 1921 and 1925, that the " sports-car" began to appear in the catalogues. It then attracted the attention of a clientele which was going to grow continuously. Improvement of the roads, the possibility of safely using much higher speeds and the appearance of a new conception, that of rapid acceleration (both from a stand-

ing start and after a temporary check) soon produced a demand for a light type of vehicle capable of a performance comparable with that of a racing car.

The creation of the type led to the modification of certain traditional ideas and started a whole range of new studies. Up to then no great importance had been given to aerodynamic research. Road speeds before 1914 were rarely higher than 55 m.p.h. and it was quite exceptional to reach 75 m.p.h. Even in the factory design offices, one could hear the astonishing claim that " It is only above 90 m.p.h. that the shape of the car has any importance". We are now better informed and we know that the design of the right bodylines for a car is a paying proposition from about 45 m.p.h. upwards, or let us say from 20 m/sec. In principle, one may assume that even with present production touring-cars which are in fact better shaped than the racing-cars of 30 years ago, the two elements which make up the resistance to movement, i.e. rolling resistance on the one hand and air resistance on the other hand, are practically equal at a speed of 20 m/sec.

Let us look at this question a little more closely.

If P is the horsepower applied at the periphery of the road wheels, K is the coefficient of resistance of the vehicle, V its speed in m/sec. and 25 kg. its rolling resistance for a weight of, say 1,250 kg. -corresponding to a resistance of 20 kg. per ton-one finds that these diverse elements are related by the formula: $P = 25 V + KV$ For a car with K equal to 0.06 (an average figure for recent touring-cars of the smaller type) we can therefore write: $P = 500 + 480 = 980$ kgm/sec. That is to say, rolling resistance takes 500 kgm/sec., air resistance absorbs 480 kgm/sec. This total of 980 kgm/sec. represents about 13 h.p., actually utilized, or 15 h.p. at the engine, allowing for losses in the transmission. So at 44.7 m.p.h. we use 15 h.p. divided equally between rolling resistance and air resistance. Now consider the same car travelling at 84.5 m.p.h. (40 m/sec), which often happens with a sports-car. How many HP will it need to maintain this speed, still running on the level, of course?

The rolling resistance will have doubled, as it is proportional to the speed; the first figure will therefore become 1,000 kgm/sec. instead of 500, but the second figure, which is proportional to the cube of the speed, will be multiplied by 8, and so becomes: $8 \times 480 = 3,840$ kgm/sec. So having doubled the speed we need : $1,000 + 3,840 = 4,840$ kgm/sec., or 64.5 effective HP, which means about 70 at the engine.

Quite simply we may say that at present day speeds, with modern sports-cars such as JAGUAR, FERRARI, ALFA ROMEO, PEGASO ••• and many others, air resistance absorbs six to eight times more power than rolling resistance.

(Continued next month)

Built on a new 2004 C5 chassis by AAT of Rochester Hills MI. The car retains all of it's OEM GM drive train and interior. It has only 8,000 miles since new! And has an automatic trans w/all factory options. To learn more about the car visit: 50thcommemorative.com. Scroll to the bottom and see car #82. \$72,500 Rick Rickchristian@gmail.com



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Place
Stamp
Here

