



CORVETTES
Salem, Oregon



GLASS SASS

VOLUME 43, ISSUE 2

FEBRUARY 2021



**WVCA President
Kelly Smothers**

Greetings and Salutations. As we fell into 2020 part two in January '21, is there anyone else that is hoping 2021 gets better fast? Sure seems like unprecedented times in many aspects of our lives. At least those aspects that we have long term memory storage to remember.

Speaking of history, as I took over the webmaster roles this month I started learning more about the system as it is designed. I am looking to develop a website with the future in mind. That future is one that helps us remember the past while incorporating the potential of the future: past members, current members and future members.

Other important aspects of a website is how it serves our members as well as those we partner with. A couple new items on the agenda will be a place for members to buy-swap-sell 'corvette' related items (okay we are all car lovers here, so I think we can be reasonable) as well as a special place for sponsors and club member businesses to showcase their logos. It's also a place to see official club events, and those events in the PNW that you may want to attend individually, or recommend club participation in.

As part of the website discovery process and my being a 'new' member, I went through about 500 photos I found in the archives on the website. That may sound like a lot of photos, but in that archive directory is pretty much the history of this club since about 1980. I found 36,464 files, 665 Folders. Wow, I found scanned photos (black and whites and color) that may go back even further. With this new discovery I am working on a way to be able to present these as part of a gallery. There are limitations to some of the current software versions we are using (free add-ons). I am a firm believer that history has a lot to teach, and well, that common sense isn't. ;)

Pres. Msg **Cover,**
 5

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Vettes

John Article **8-9**

Think Spring!!!



Our NCM brick



As part of my discovery process, I did find a couple photos interesting enough to share with you this month. I'm pretty sure you know who these first photos are of. Then and Now. My last time capsule photo is a scan of an old Glass Sass. Hand typed, photo photocopied onto the typed page, header, scrawled in handwriting. This photo depicts Volume II, no Issue indicated. Considering the February 2021 issue will be Volume 43, Issue 2 this is just proof we have come a long way. Thanks Buzz for all you do on the Glass Sass.



(CONT' ON P 5)

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 2021

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**What do you call a
retired Marine in a
Corvette?
A Corps vet in a
Corvette.**

MEETING MINUTES

Willamette Valley Corvette Association

FEBRUARY 4TH 2021

Called to order:

6:31

Guests:

No new guests.

2 pending members: Larry Cameron and Mark McKay have paid dues, but we have not seen them on the meetings. Their emails are on all the email lists.

February Birthdays:

Roger Bridges (previous member) birthday 2/15

Previous months minutes:

Move to accept last meetings minutes. Kent 1st, Joe 2nd Approved. None opposed.

Treasurers report:

Jan 2021

\$4735.47

Cash on hand \$101.00

Savings \$761.54

Total \$15447.01

Deposits \$135.00

Dan motley gift \$200.00

Motion to accept the treasurer's report: Kent 1st, Shane 2nd accepted. None opposed.

Kelly updated us that Dan agreed to his monetary gift to be earmarked for WVCA to become National lifetime members of the corvette museum. The challenge for the rest of the members to collect donations for the rest of the funds. Kelly found that there are no Corvette clubs from our area who are members, and it could bring us more membership and revenue sources. Shane makes a motion to join right now.

Joe seconds it. Bylaws scanned and it was decided to send a survey monkey to all members so that we could assure that enough of the membership had a chance to vote. Kelly will verify bylaws outside of the meeting. Additional questions that Kelly will include the answers to in the Survey monkey include but are not limited to: What are the pros and cons of our club being members? What the benefits for the club are?

Kelly will gather all the details and send it out to member, and we will vote next month.

President's report:

Marion county is still at extreme risk. Impromptu cruises are about all we can do now.

Vice President's report:

Jacket night will be at B2 with strict rules: We have 4 tables- 6 people at each table. No more than 6 at a table at any time. Masks must be worn when we are not at the table eating. There is fire pit, heaters, and covered patio. It can still be a little chilly so wear layers and/or bring a lap blanket. Good menu, full bar, beer, and soda on tap.

Member at Large update:

Joint cars and coffee, not sure where maybe the steam museum in Brooks. Andy Auto to drive traffic to their museum. Coffee truck maybe? Joe thinks we could get a coffee cart. We will look at getting this going. Also have a picnic- bring your own food and meet and visit and still socially distance.

Bowling Green update:

Stan- opened registration for birthday bash in April. If it ends up getting canceled, they will refund. Anniversary special in September is still on the schedule. The drive that time of year is good.

Tech time/Corvette news:

New spoiler= more down force than high wing. ~\$425.00.

Buzz took Kent to lunch in his C8 and he loves convertibles now!! "Really an awesome car." There is an Alexa corvette trivia game.

Little red corvette was written by Prince while sitting in a Mercury not a corvette.

GenXers who buy Corvettes has doubled.

Old business:

Payment processing system. How to pay bills electronically with a credit card. We are a 5017 we can't take advantage of what 5013s can so we have some limitations. This system charges the user for the convenience of using a credit card rather than the club. Onetime fee of \$50.00: we get a card reader and online link. Kent 1st, Dan 2nd. Approved. None opposed.

No other old business.

New business or good of order:

Stan Cascade Corvette Club initial plan for 50th

Corvette Black Gold Hills Classic in South Dakota in July. It would be fun to have some of us there. The cruise is fun and goes thru Yellowstone and the Tetons. "It's a pretty fun trip."

Joe is looking at new members files. Kelly set up a google doc collaboration sight so that we can share the documents.

Trivia:

2021 is 58 anniversary of this beach boys hit its time to shed light of Shut Down.

Race is between a 63 Dodge Dart and a '63 Corvette Sting Ray. The implications where the sting ray would end but the lyrics ends with "Shut it off, shut it off buddy now I shut you down". Story says the Doge had a bad coil, so the corvette won even though the Dodge had more horsepower.



Sylvester Stallone, also known as pseudo-boxer Rocky Balboa, used to have quite the itch for American convertibles. Stallone picked this [1968 C3 Corvette](#) up in 2009 at Barrett-Jackson for a cool \$198,000, according to [Auto Evolution](#).

But, the love affair was short lived.

Stallone sold the car, and now the current owner is ready to give it a new home too. That means if you're an immense Stallone, Balboa, whatever you'd like to call him, now is your chance to own a surprisingly well done build with a celebrity factor.

Speaking about the build, the [1968 C3 Corvette](#) is now pushing 660 hp through a Donovan aluminum big-block V8. No, it won't win any awards for being factory correct, but it will slash quarter-mile times like a swift uppercut from Rock himself.

The current owner has listed the 1968 [Corvette](#) for \$129,000 so, as you can see, the Corvette is now cheaper than when Stallone picked it up for himself. Maybe it'll impress your very own Adrian.



2021 BRINGS AN INTERESTING RUMOR

By: Paul Ennor

This month I'm going to take a detour way off of my usual history road. I have been writing a monthly column here in the Glass Sass for quite a while now about events of historical significance to the WVCA world.

As I sat down to my computer this morning a news item appeared on the MSN news feed. It said that the Corvette was 64 years old today. With a bit of Internet sleuthing, I found that the Corvette name plate is the oldest continuously produced automotive model still in production. That's 64 years from the very first 1953 C1 Corvette through today's amazing 2021 C8 model.

Then it struck me; I was 5-years old when Chevrolet rolled that first Corvette off the hastily cobbled together assembly line in Flint Michigan. I was 25-years old when I bought my first Corvette in 1973 a full 20-years after the first Corvette and I still have that Vette parked virtually unused in my garage.

Where did the time go? Now here I am 72-years old and still involved as best as I can, given Covid-19 and all, in the Corvette hobby. I don't know why I continue to hang on to Corvetting like this. But I do and that leaves me always following any rumors and random information about the Corvette.

I'm amazed that Chevrolet has kept the Corvette name plate and basic promise of a sports car for the average American alive for 64 years. GM almost Killed off the Corvette twice but it always hung in there surviving the corporate bean counters. Now let me move on.

Today in 2021 "*Corvette*" is GM's most valuable name plate which brings me to this: In another recent news feed saw a rumor that I found interesting, troubling, and exciting all at the same time. This rumor leaves me with mixed emotions.

Here's an example of mixed emotions, it's watching your worst enemy drive off a cliff in classic Corvette. The rumor that I've seen in a number of publications is that GM is looking at possibly borrowing the valuable "Corvette name plate" and putting it on an electric SUV crossover, perhaps around the 2025 model year. I suppose GM got the idea from Ford who borrowed the "mustang name plate" for its all-electric Mustang-E which you can buy right now from your local Ford dealer. Apparently at a resent

GM press event for their new electric car platform several different possible electric models were seen behind the presenter in the video. A few automotive reporters noticed a blurry image of a car in the left back row with a front profile that looked something like a C8 Corvette front end grafted onto a body something like the current Trail Blazer. This piqued my curiosity so off to Google I went searching for information about a possible electric Corvette SUV crossover and I found a lot, both articles with plenty of speculation and a few decent photo renderings.

Hmm... Brings up some interesting question doesn't it? I won't be listing my questions for you right here yet. Keep reading to the end for those. I'll just leave it up to each of you to formulate your own lists at this point.

Now, I'll move on with my own thoughts on the future of electricity in the automobile in general and the Corvette in particular. I've already told you above that my personal attachment to the Corvette goes back a half a century. Some of my best memories were made in my Corvette and most of my close friends were made because of our passion for the Corvette and our shared involvement with WVCA. That's not to say that Corvettes have been my only automotive interest. I've had lots of other vehicles but primarily I've driven Chevrolets for most of my life.

After retirement from my career in I.T. with the State of Oregon, I moved on to serve part time for 9-years on the board of directors for Salem Electric which opened my mind and exposed me to the increasingly important use of electricity for powering vehicles. I know this won't be a popular stance to take with some/most old school gasoline engine lovers including the majority of Corvetters out there, but I think electricity is the inevitable future for vehicle power.

It has several advantages over the internal combustion engine. Electric power trains are less complex, require almost no periodic maintenance, are cheaper to manufacture, don't spew CO2 polluting our world. They accelerate faster and deliver more torque to the wheels instantly. Of course, there are the disadvantages too: The required batteries are large and heavy, expensive and take hours, not minutes to fill up. However, GM seems to be committed to an electric future. This potential electric Corvette SUV is just one concept they are running up the flag poll to see who salutes. There will be a lot of Electric GM offerings rolling out of Detroit like it or not. Already the Electric Hummer is in production with electric Cadillac coming soon joining the Chevy Bolt.

Even an electric Silverado pickup looks like it's coming too. So, the issue at hand is not, "will there be electric vehicles coming to the GM show room down the street?". No, the questions go much deeper than that and include, "How many more years will there be Internal combustion vehicles at your GM dealer?"

As a Corvetter, how do you feel about Chevy borrowing the Corvette name plate for a 4-door electric SUV?. Oh, and lastly, would you buy one?

I think I might. I love my Corvette, but I'm old and my daily driver is a 4-door SUV mainly because at my advanced age it's by far easier to get in and out of it than it is to fall into and climb out of my Vette.

If this electric Corvette SUV were available at a price I could afford, I'd sure be tempted. I could live without buying \$30 worth of gas every week and taking my car in every 4 to 6 months for an oil change and service. As an old guy, just plugging in my Vette SUV every night and driving it around town sure has its appeal. Now here's my question, "if I had an SUV with the Corvette name and emblem affixed to it would you folks still allow me to be a member of WVCA"?

(CONT' FROM COVER) I think one thing members may or may not really understand is that there are a lot of people that have given a lot of time, effort and love to this organization over the years. Many have held leadership roles, behind the scenes activities that keep the corvette moving along. As a new member, and a long time member of other organizations, I get it, and I thank you, everyone that participates in our success for your help in keeping the wheels turning. I might also add that if you are still reading, that you too can be part of that success, volunteering has a way of making you feel good and usually produces great outcomes.

Corvette Trivia!

Since 2021 is the 58th anniversary of the release of this Beach Boys hit, it's time to shed some light on the history behind the song. "Shutdown" was inspired by an actual race, held on a road in the oil fields of San Pedro, California. This was late '62, as the song was recorded January 5, '63. A '62 Dodge Dart 413 Max Wedge went up against a '63 Corvette fuel-injected 4-speed Sting Ray.

The song details a drag race between a Super-Stock 413 cu. in.-powered 1962 Dodge Dart and a fuel-injected 1963 Chevrolet Corvette Sting Ray. The song is sung from the perspective of the driver of the Sting Ray who brags that he will "shut down" the 413. While the implication is that the Sting Ray will win the race, the song ends before the end of the race with the 413 still in the lead, with the Sting Ray closing the gap. Although the race is often interpreted as having an inconclusive outcome, the lyrics in the outro refrain do state, "Shut it off, shut it off/Buddy now I shut you down", clearly indicating that the narrator, in his Corvette Sting Ray, has in fact won the race, as he tells the Dodge 413's driver to "shut off" the car's engine and accept the fact that he has just been "shut down".

Shut it off, shut it off buddy now I shut you down

A 1962s SS Dodge Dart Max Wedge with its 413 cu. in. engine with "dual quads", ram-air, producing 410-420 horsepower, would have most likely easily beat a 1963 Chevy Corvette Sting Ray with its fuel injected 327 cu. in. engine producing roughly 350-360 horsepower.

With that, I'll begin my close. As the vaccine becomes available, as restrictions begin to ease, as winter turns to spring and spring to summer, prepare your vettes, grab your mask and hand sanitizer, review our events page on the [website](#) and join our events for some needed camaraderie and socializing that was missing from 2020.

Stay Safe. "Save the Wave"

Kelly J. Smothers

President

Willamette Valley Corvette Association

Some Of The Most Collectible Chevy Corvette Models Ever

BY BRETT HATFIELD — JAN 18, 2021

Subscribe to GM Authority for more Corvette news, Chevrolet news, and around-the-clock GM news coverage.



Chevy Corvette fans could be accurately described as fanatical. We study the cars, the history, the numbers. We have clubs like the National Corvette Restorers Society and National Corvette Owners Association. We have big gatherings to celebrate our cars like Corvettes at Carlisle, Bloomington Gold, and the NCRS National Convention. We know and love our Corvettes.

Even for the most rabid Corvette fan, there are a few Chevy Corvettes most of us have never seen, and even fewer will get to own. These are the rarest of the marque, the most desirable, or the most valuable, and some of the most collectible. This is a list of some of the most collectible Chevy Corvette models so far.

1963 Chevy Corvette Sting Ray Split Window Coupe



In 1963, the Chevy Corvette had a clean-sheet design. Gone was the Solid Axle platform of the Harley Earl dynasty. The new Corvette had a much more European look, heavily influenced by the 1957 Stingray Racer. The new Corvette had pontoon fenders, hidden headlights, a rear independent suspension with a transverse leaf spring, in-dash glove

box, and a center spine that began at the windshield and arced backward, splitting the rear window of the coupe. This styling element had been present on the 1961 and 1962 Corvettes, but the 1963 model year was the first with a coupe in the lineup. The “Split Window” was not universally loved. Zora Arkus-Duntov, then Chevrolet’s Director of High Performance, hated the partition because it blocked rearward vision. Duntov was outranked by Styling Section Vice President Bill Mitchell.

The Split Window coupe lasted a single production year, as the 1964 coupe had a one piece rear glass. A bit of trivia here: a number of ’63 Split Window Coupe owners sawed the partition out of their cars when the 1964 model was released in the hopes of looking like they had the newest model. In all, 10,594 1963 Chevy Corvette Split Window Coupes were made; far fewer exist now. Hagerty Price Guide valuation for a 1963 Corvette SWC with the top-of-the-line 360-horsepower engine with Rochester mechanical fuel injection and four-speed manual transmission (the most desirable combo) in #1 condition is \$235,000.

1963 Chevy Corvette Z06 Tanker Coupe

Photo credit: Barrett-Jackson



The 1963 Chevy Corvette coupe could be optioned specifically for competition use. The Z06 option included the 360-horsepower, L84 fuel-injected V-8 engine, a 36.5-gallon fiberglass fuel tank, a four-speed, close-ratio manual trans, Positraction rear end, heavy-duty shocks and springs, oversized anti-sway bars, oversized finned steel brake drums and cooling fans, a unique dual-circuit, vacuum-boosted master cylinder, and brake-cooling ducts that sent air to the front brakes. The Big Tank Z06 option was only available for the coupes, and only 63 were made. Hagerty Price Guide value for a 1963 Chevy Corvette Z06 Big Tank Split Window Coupe in #1 condition is \$681,000.

1967 Chevy Corvette L88

Photo credit: Mecum Auctions



Few Corvettes are as rare as the 1967 Chevy Corvette L88, with production totaling just 20 copies. The L88 was rated at 430 horsepower, but that was at 4,600 rpm, far below the engine's 6,400-rpm peak. True power output was somewhere between 500 and 600 horsepower after a bit of tuning. The L88 engine option had some very specific engineering intended to wring maximum performance from the 427 cubic-inch Big Block. It began with a reinforced cast-iron block, with 4-bolt mains, forged steel crank, forged rods, 12.5:1 compression, a radical solid lifter cam, Holley 850-cfm carb, transistorized ignition, and aluminum intake.

The L88 came with the Muncie M22 "Rock Crusher" transmission, power-assisted heavy-duty disc brakes, F41 heavy-duty suspension, and the G81 Positraction differential. If you selected the L88 option, you could not have a radio, heater, A/C, power steering, or electric windows. In case you happened to forget just what kind of beast you were piloting, there was a sticker on the parking brake housing that read: WARNING: VEHICLE MUST OPERATE ON A FUEL HAVING A MINIMUM 103 RESEARCH OCTANE AND 95 MOTOR OCTANE OR ENGINE DAMAGE MAY RESULT. Hagerty Price Guide value for a 1967 Chevy Corvette L88 Convertible in #1 condition is \$3.25 million.

1971 Chevy Corvette ZR1 and ZR2

Photo credit: Barrett-Jackson

Much like the Z06 option package, the 1971 Chevy Corvette ZR1 was an option focused on competition use. The ZR1 Special Purpose LT1 Engine Package included the 330-horsepower 350 cubic-inch Small Block LT1 engine, Muncie M22 four-speed manual transmission, heavy-duty power brakes, transistorized ignition, special aluminum radiator, special springs and shocks, front and rear stabilizer bars, metal fan shrouds. RPOs A31 Power Windows, C50 Rear Window Defroster, C60 Air Conditioning, N40 Power Steering, P02 Deluxe Wheel Covers, UA6 Alarm System, U69 AM/FM Radio, and U79 AM/FM stereo were not available with ZR1.

The ZR2 Special Purpose LS6 Engine Package came with the 425-horsepower 454 cubic-inch Big Block engine and all the same options and restrictions as the ZR1 package. Production numbers were incredibly low, with just eight of the



ZR1 package and twelve of the ZR2 package leaving the St. Louis assembly plant. As so few of the ZR1 and ZR2s were built, pricing information is scant. However, a few of these rare Corvettes have crossed auction blocks. In May of 2017, a Chevy Corvette ZR1 coupe in Nevada Silver with only 35,000 original miles bid to \$220,000 at the Mecum Indy auction, but failed to meet reserve. In January of 2019, a 1971 Chevy Corvette ZR2 convertible in Ontario Orange, with both an NCRS Top Flight and Bloomington Gold Hall of Fame certification, sold at the Mecum Kissimmee auction for \$380,000.

These are just a few of the rare and collectible Chevy Corvettes models to be had. If we listed them all, it would make a decent book. Rest assured, this is far from the last collectible Corvette article!



What's Happening In C8 Mid-Engine Developments?

(John Elegant)

The rumors about future models keep heating up. Including the blockbuster one that there *could* be a Corvette C8 Crossover. Of course lots of negative feelings about that possibility by Corvette diehards, but we saw that same ballistic negativism when Porsche started with their SUV's yet this last week we saw that now that Porsche SUV's are outselling all their Boxsters, Caymans and 911's alike. Can we live with a Corvette SUV if there is one?

How about C8 Z06 rumors? When will it become a model, e.g., 2022 or 2023? I am guessing and going with sentimentality, thus thinking the Z06 will be revealed on 7.18.21 and production would start the first week of this October. But as of yet of course, GM has yet to even acknowledge such a model, let alone timing hints.

Also heating up for some is the question as to whether there would get an AWD, hybrid powered E-Ray Corvette, partially powered by our 6.2L LT2, OR, will they choose a Z06 with its likely 5.5L flat plane crank super high-Erving DOHC? The Z06 vs E-Ray will sure have two complete personalities. Want to read the most probable component attributes and differences? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224392-z06-vs-e-ray-components>



It is amazing to me that there are already two dealers whose C8 Z06 customer lists are not just over 100 each, but according to customers who say they know because their dealer has told them, one of those dealer's list is over 200 customers already. From talking to some dealers, they say "no way" that they can get a customer who called them now a 2022 Z06. How does this Z06 rendering (thanks "BuzzArt") strike you?

And speaking of "striking" lots of polarized opinions here about the probable Z06 rear wing — at least on its Z07 version. There is a collection of high wing photos here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/230417-collection-of-z06-spoiler-pic>

Two GM, C8 videos were released in the last month. The word spellbinding to describe them both would be an understatement. Here is part one on the elements of C8 design: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224687-revolution-the-c8-%E2%80%9Ccorvette-engineering-documentary%E2%80%9D>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/220764-from-gm-media-just-released-c8-“revolution”-1st-part>



However even more fascinating to me was the second one which focused on its engineering, with almost all of it being shot at the Nurburgring ring:

[https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224687-revolution-the-c8-“corvette-engineering-documentary”?](https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/224687-revolution-the-c8-\)

How about the last line in the second video, if that doesn't get your revved up, especially as our entry C8 Stingray does under 3.0 second to

sixty, faster than both the Shelby GT Mustang 500 (by more than a half second), and a touch faster than a \$1M McLaren, so that last line in the second video is that the entry C8 Stingray is *“just the tip of the iceberg!”*

We finally are seeing many superb pictures of customer Silver Flare and Red Mist. For many more pictures <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/229336-silver-flare-chameleon-color>



<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/226836-red-mist-is-explosively-beautiful-in-the-sunshine>

What about Stingray deliveries? They are proceeding very nicely. GM produced just 1,472, 2021's even before Christmas, with January production since been humming. Similar to the above on Z06 deliveries, many dealers are now saying to customers who are now first contacting them at this time, “sorry, there is no way I can get you a 2021 Stingray” (at least that is what most honest dealers say). Of course that refers to dealers who are charging MSRP, and there are still opportunities as some “market adjustment” overage dealers who will be able to get you a 2021 — but is that worth between \$10,000-\$25,000 OVER sticker to you? I know of one dealer who told me that he sold a loaded 2020, coupe for \$147,500. Insanity! And one 2020 recently at Mecum, the seller refused to sell it at \$140,000. Crazy and greed!

Are you a Corvette engineering aficionado, loving the details of both engineering and body structure components? If so, here are a couple of truly fascinating articles, two technical articles on how the composite panels for the C8 were developed, and specifically sharing the many industry breakthroughs that contributed to the C8's enhanced body panel, both internal and external, excellence:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/221451-technical-articles-new-composites-developed-for-the-c8>

Thanks again for reading. If I can personally be of assistance, please private message me at www.MidEngineCorvetteForum — to “John.” *Most importantly whatever Corvette you are driving, here's to miles of Corvette driving smiles in 2021 for you while you are safe and healthy!*

2021-22 Standing Committees

Carousel III Glass on the Grass Car Show **Cancelled for 2021**

Andrea Smothers (Chair)

Budget

Andrea Smothers (chair)

Activities

Shane Massey (chair) Kelly Smothers

Social Media Committee

Willamette Valley Corvette Association
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