



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 43, ISSUE 1

JANUARY 2021



WVCA President
Kelly Smothers

Happy New Year, may 2021 not be like 2020. I want to first thank Stan and last year's board for a great job, well done. As we ease in to 2021 Here is the list of officers and directors:

2021 WVCA Slate of Officers

President: Kelly Smothers

Vice President: Shane Massey

Treasurer: Andrea Smothers

Secretary: Andrea Massey

Historian: Stephen Sims

Member at Large: Joe Peters

2021 WVCA Board of Directors

President: Kelly Smothers

Vice President: Shane Massey

Secretary: Andrea Massey

Treasurer: Andrea Smothers

Historian: Stephen Sims

Member at Large: Joe Peters

Immediate Past President: Stan Czerniak

2021 Standing Committees

2021 Car Show: Andrea Smothers (Canceled)

Budget: Andrea Smothers coordinator, (Need volunteers identified for later this year)

Activities: Shane Massey (Chair) Shane will collect volunteers

Social Media Committee: New Committee (Facebook/website coordination), seeking members Contact KS.

Pres. Msg	Cover, 6
Minutes	2,3
V.P. Msg	3
Article	5
Paul Article	7
Stan Driving School	9-11
John Article	11-12

Think Spring!!!



Sponsorship/Advertising Committee: New-Need Volunteers (Looking at you Dan M ;)

Appointed Positions

Webmaster: Kelly Smothers

Glass Sass Editor: Buzz Blogg

Salem Auto Club Council Representative: Wayne Kreger - Thanks Wayne ;)

As the new Willamette Valley Corvette Association President I'd like to tell you a little about myself. I am a lifelong agnostic car lover. I started my love for cars with a 1963 VW Baja Bug, and I think every kid should start with a car they have to constantly tune to keep running <grin>. Now, some 39 years later we have a couple vettes: 2015 Laguna Blue C7/Z51 and a 1974 C3 Roadster. We recently acquired a 1999 Gen2 Dodge Viper as well. Also in the shop is a 1966 Ford Mustang Coupe and in the Barnyard is a 1964 Ford Fairlane (at least that is what the title says).

Some history about me. I am a 34-year veteran of the Oregon Army National Guard, 20 of those years in a full-time uniformed status. I have a total of 37 years in the Department of Defense and currently work as an Army Civilian for the Army Corps of Engineers managing Service Management (how IT services are provided to our customers) for nearly 37,000 employees, 1600 sites around the world. Enough about me.

I don't know about you, but I am still shaking my head with regards to 2020. I know the events committee (led by Shane Massey) put a lot of effort into planning events for 2020, and alas, COVID threw that out the window in March. The beginning of March brought us the Salem Roadster show and well, COVID really swung into gear shortly after that. During the early months of COVID we as a board attempted to stay in touch with our members through email and later online as well as monthly conference calls. Such annual events as the Iris Festival Parade, Capital Cars and Coffee, and other fun social events were canceled. A couple planned events did get off the ground, Ghost Town Tour as well as the Cowboy Dinner Tree led by Julie Hughes went off without a hitch. (see what I did there). We also saw the closing of World of Speed and the demise, even if for a short time Portland Cars and Coffee.

The SummerFest Car Rally and Show & Shine in Sublimity on July 25th was an amazing show (aka demonstration) and a great success. I really think the car community was ready to get outside after

several months of washing and waxing their cars (glancing sideways at Stan). This last summer we also had a couple "flash" events that we attended. Smile Oregon asked us to participate in a 'drive by' car parade for their kids and the club responded with plenty of cars. We held an outside, socially distant, bring your own lunch, summer picnic at the home of Wayne and Janet Kreger, which is always such a nice time to catch up with friends.

In all my years of belonging to different associations I would have to say that the Santiam Wildfire Relief Event "Cruis'n for a Cause" was one of the coolest/meaningful community events that I've been a part of. The fact that in a matter of seven days, that WVCA and Willamette Valley Street Rods came together and raised close to \$22,000 in a short period of time while showcasing about 225 cars was something terrific and a great 'feel good' event. Just an amazing start to a painful and long recovery for that community. As the year ended we canceled both the Halloween party and the Christmas Dinner. Neither of which were popular or fun decisions to make.

If you're still reading, let me shift to a more strategic planning step. What will happen in 2021 for WVCA? I'm not a change for the sake of change kind of guy, almost a year ago now, late 2019 I spearheaded an attempt at updating the Constitution and By-Laws to better align with how the club was currently operating, and I would like to codify that this year. I also presented an idea/concept to create a formal sponsorship/advertising program to help the club become more stable funding sources. There are many smart business folks in this organization, I would love for a few of you to go over the plan, brainstorm some ideas and put it into action. I would also like to see WVCA become Life Members of the National Corvette Museum. We currently support a couple 'Community of Practices' (CoPs); Marion Polk Food Share and Liberty House. There may be others, but I have not had the pleasure in participating in an event for them yet. It might be worthwhile to showcase those CoPs on our Website.

I've been scanning the Northwest Classic Auto Mall and the Salem Auto Club Council's websites for events this year, and there are not a lot to be had. Everyone is still in lockdown mode. Here's hoping the vaccine can lift our Risk Levels and allow us to gather, if only outside. See you on the road less traveled. (It's probably a Winding road ;)

Happy New Year. "Save the Wave"

Kelly J. Smothers

President Willamette Valley Corvette Association.

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**

President/Webmaster: Kelly Smothers

US Bank Controlling Party
971-241-3953

president@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Vice President: Shane Massey

503-508-6071

vp@willamettevalleycorvettes.com

Secretary: Andrea Massey

503-881-2387

secretary@willamettevalleycorvettes.com

Treasurer: Andrea Smothers

971-241-3953

treasurer@willamettevalleycorvettes.com

Historian: Stephen Sims

805-717-2159

historian@willamettevalleycorvettes.com

Member-at Large: Joe Peters

503-769-5620

memberatlarge@willamettevalleycorvettes.com



MEETING MINUTES

Willamette Valley Corvette Association

JANUARY 7TH 2021

Meeting called to order by President Kelly Smothers at 6:30

WELCOME!

Guest-Dan Riches Found us online and thought he's see what we are about.

None to vote in at this time.

There are 2 potential member Larry Cameron and Mark McKay who are interested.

Minutes Report: No objections to last month's minutes. 1st by Stan 2nd by Joe. Accepted as published in the Glass Sass.

Treasurer's Report:

Kelly Smothers

Amount in Checking:

\$4621.47

Amount in Savings:

\$10610.46

Amount in Petty cash

\$101.00

Total all accounts:

\$15332.93

Deposits in December:

\$0.00

Deposits in early January:

\$50.00

Expenses:

\$0.00

Dues payable to WVCA Mail PO Kay Hanson
Box 2576 Keizer OR

Birthdays:

Kathy Raff	2nd
Larry Raff	2nd
Sandra Stark	3rd
Andrea Massey	10th
Diane Katchatorian	11th
LD Thompson	19th
Andrea Smothers	24th
Annie Koenig	25th
TJ Anderson	26th
Ann Salvatori	27th
Kay Hanson	28th

14 members still have unpaid dues.

Motion to accept treasurer's report as read. 1st Dan 2nd Stan. Accepted.

President's Report: Kelly Smothers

COVID-19 Marion County continues at Extreme Risk. Social gatherings limited to 10 people indoors. We don't expect to be able to meet together until weather gets much better and we can meet outside.

We do hope to do some 'flash cruises' as event come up.

Dan Motley has donated \$250.00 as a challenge to others in the club to increase the clubs financial well being. Kelly will talk to Dan but suggests we use this to start a fund so that WVCA can join the National Corvette Museum as a club. Around \$2500 for lifetime club membership. More communication to come.

Members not continuing:

Lou Allen, Ken & Vickie Ark, Gary & Charlotte Burton, John & Ann Elegant, John & Karen Freitag

Robert & Kathlyn Ridge, and Terry & Jennifer Roach

VP Report: Shane Massey

Need volunteers for activities committee.

When to PIR for Christmas lights last month. Arrived at the perfect time and did not even have to wait to get in.

Capitol Cars and Coffee TBD

Jacket Night TBD

Monthly Cruises TBD

Flash Cruises- Plan more TBD

Albany Car show officially cancelled.

Stan- Possible opportunities.

Salem Roadster Show May 22-23 still on. Per Stan the website hasn't updated the date on the website yet.

National Corvette Mu April 27-24th Can register now. They put on great presentation along with it being a really good time.

Bowling Green Update:

Production has gone up getting as many as 200 Corvettes done in a day. Most allocations to purchase a 2021 are used up. The only place that might have allocation is McMullin New Hampshire and you would be at 700+ on the list. You might get it late fall 2021.

Car Show Committee 2021 – No car show 2021. But we still on the agenda at the Steam Museum June 19th. There might be other car shows at the same time. We will see what we could do- possible curie in, cars and coffee or picnic.

Tom Peters retired GM design Chief joined National Corvette Museum team.

Need Budget Committee someone with FA experience like dan Motley.

Social Committee: Facebook, website

Sponsorship Committee: Need volunteers

Salem Auto Club Council (SACC):

Dues for SACC are in the budget.

Volunteer needed to share going to SACC with Wayne. Maye Joe could do it since he is member at large.

Wayne as he trophy cabinet at the steam museum but he needs help putting the trophies back in it. The Presidents plaque needs caught up. Andrea Massey, Shane Massey and Kelly Smothers will help.

Tech time:

Stan- Issue with C8. Front strut towers designed so they accumulate moister when you rain so it sits in the base and eventually corrodes. There are aftermarket covers and you take part of the truck apart to install them.

Kelly- C3 replace with stan Gen 1 4 bolt base block holy sniper 85 flow tech ceramic coated headers. Instead of base 195hp now well over 400hp. Andrea got Kelly a not—Corvette Borla for the "Mazda" Viper and is looking forward to getting it on the car.

Old Business:

Complete update of bi-laws. Add to Committees.

Joe- We might be able to do a cars and coffee at Regis again.

Car Council and Salem street Rods, Albany Mustang club. It would be great to partner up with them and others for future events.

Santa Cruise went off well. 2 C8s. Well over \$2000 and 2000 toys. It was great even though it wasn't the same as past years. New Business:

Stan- Spring mountain High performance Group for C8 last month. It was the same school he went to 4 years ago and it was 'a heck of a lot of fun' and you learn a lot. It is even better now. There are 5 launches with launch control to get 0-60 and then stop quickly before you run out of track.

You run about 6 sessions and lasted 20-25 minutes. Enhancements to track- going thru straight away and come up to hairpin turn there are 3 signs that tell you when you should start brake and how much. One guy right behind Stan did not follow the signs and went off the track and ripped the back end off a brand new C8. There is an autocross section run X2 as practice and the 3rd time they time you. Stan was second place.

Closing comments:

Corvette Trivia- Source: Paintref.com

1953-2021 how many GM paint code from 1953-2021? 655 GM paint chips.

Thanks to Dan for joining us and helping share the love of corvettes. You're welcome anytime.

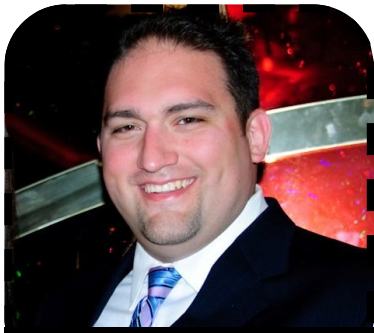
Stan has gavel and presidents cup to pass along to Kelly.

Meeting adjourned.

Our President, Stan Czerniak, got to take the C-8 training at Spring Mountain racecourse operated by Ron Fellows, and here's what he has to say about his experience: "Several great changes in the curriculum of the Spring Mountain Corvette Performance Driving School, since I took the C7 course 4 years ago!!! This is a 2 day adrenaline rush! One driver behind me went off the track and hit a stack of tires, damaging the car!"

We know he had a great time while experiencing the 2 day course, which is available to anyone who has purchased a C-8. The experience is designed to help new owners learn to handle their Vette better so they can experience the high performance features that make it America's favorite sports car, and you get to do it in THEIR cars!





Shane Massey, V.P. WVCA

It's a new Year. Sad to say that this Covid crap has not run it's course.

First, I would like to thank Stan for being a great president the last two years.

Second, I would like to say thanks to everyone that donated their time to make the club better. It really does take a village to make this group function.

Even though most of our planned events did get canceled, the ones we did have were great. We brightened a young child with Cancers' Day. We had a couple of wonderful cruises, that allowed us to enjoy this wonderful state from the comfort of our Corvettes. We were able to have a few Jacket nights.

We also came together and raise a boat load of money for Santiam Fire Relief.

What I miss most is hanging out with all of you. I know that the online meetings are not everyone's cup of tea, but please try it. We are only averaging about 20 people per online meeting. We were having close to 50 at our in-person meetings. It would be great to hear your voices and see your faces. If you would like help connecting, please don't hesitate to contact Kelly or me.

What to expect in the coming year?

We are working on updating the By-Laws and looking to setup a sponsorship program to benefit the club and our car shows.

With Kelly as the new president I know things will be great, maybe not as great with Stan but still great.

I am looking for people interested in joining the activities committee. Let me know if you are interested. For now, most things are still canceled or postponed ,but I would like to be ready when things open again.

Let's not let the situation get us down; we will find things to do as a club. Hope to see all of you soon.



GM has a new logo, and it's a fairly radical change. The blue square with "GM" underlined in all capital white letters in the middle was GM's look since the 1960s. The logo went through a couple light refreshes with minor shading changes since then, but the vast majority of America probably doesn't even remember a time before the previous logo.

The new GM logo to be used from here on out has three different styles seen in the gallery at the top. There's a blue gradient, a solid blue and a solid black look — the blue gradient appears to be the one GM will most widely use. All three have the same design: white background, rounded square outer, lower-case letters and an underlined "m."

GM says it's redesigned the logo to revitalize the brand for a "digital-first environment." It's meant to be the new look for the company [as it ushers in a fleet of EVs](#) over the coming decade. Here's how GM describes the new logo in its statement:

"The new GM logo features a color gradient of vibrant blue tones, evoking the clean skies of a zero-emissions future and the energy of the Ultium platform. The rounded edges and lower-case font create a more modern, inclusive feel. The underline of the "m" connects to the previous GM logos as well as visually representing the Ultium platform. And within the negative space of the "m" is a nod to the shape of an electrical plug."

Some of us have likened the gradient blue version to the logo of a happy froyo shop. It's light, airy and lacking in intimidation or authority like the previous sharp-edged and blocky logo. There's an unsaid message here: The [EV](#) future is going to be nice.

ZAC PALMER



Tommy traded his Corvette, which likely listed for between \$70,000 and \$80,000, depending on options, of course, at a Dallas-Fort Worth dealership, Hurst Autoplex, which we're thought they had died and gone to Automotive Heaven.

"You want to do what?????" they probably thought to themselves.

We're sure there is more to this story, though. Maybe Tommy didn't like the Corvette – naw, what is there not to like about a mid-engine Corvette? Maybe his financial picture had changed since the purchase. Maybe his wife didn't like it.

Maybe, just maybe, we certainly hope he got the Outlander for free in exchange for his Corvette. After all, the dealership quickly posted it online for \$96,991, and within two hours, thDespite paying perhaps \$20,000 or more over sticker price, Ryan is quoted by The Drive as calling it "a real deal." He might be right – after all, many folks are asking well over \$100,000 for their used Stingrays.

We'll leave you with this last thought. Hurst Autoplex says on Facebook that Tommy "is not hurting" over the deal, so perhaps this is just a case of the free enterprise, capitalistic system hard at work and everyone involved is happy with the outcome, which isn't always the case when it comes to trading cars.

Still, we wonder, did Tommy have tears in his eyes as he left the lot in his Outlander?

They were handing the keys over to the new owner, a lucky dude named Ryan.

Despite paying perhaps \$20,000 or more over sticker price, Ryan is quoted by The Drive as calling it "a real deal." He might be right – after all, many folks are asking well over \$100,000 for their used Stingrays.

We'll leave you with this last thought. Hurst Autoplex says on Facebook that Tommy "is not hurting" over the deal, so perhaps this is just a case of

the free enterprise, capitalistic system hard at work and everyone involved is happy with the outcome, which isn't always the case when it comes to trading cars.

Still, we wonder, did Tommy have tears in his eyes as he left the lot in his Outlander?

Here's the Real Reason Why This Guy Traded His C8 Corvette for a Mitsubishi Outlander this week. The internet did its collective outrage thing when we brought you the story of Tommy, a man who traded in his beautiful Rapid Blue 2020 Chevrolet Corvette C8 for something a bit more conventional: a Mitsubishi Outlander, otherwise known as one of the least desirable cars on the market. Theories flew thick and fast: Financial ruin? A vengeful spouse? A stroke? But we've learned the real story behind the infamous trade-in, and surprise: It looks like Tommy outsmarted us all.

It all began when a Mitsubishi dealership in Hurst, Texas shared a (now-deleted) Facebook post congratulating one of its customers named Tommy on trading in his C8 for a brand new Outlander. We've seen how these innocuous dealership posts can stir the masses before, and to virtually everyone's disgust, it appeared Tommy decided to swap one of the most significant American performance cars in a generation for a budget crossover from a fading brand.

Enthusiasts immediately pounced, with the picture racking up thousands of comments and shares with people speculating about Tommy's marriage, his financial status, or whatever else might have possessed him to make such a move. Before deleting the original post, Hurst Autoplex added to the intrigue by announcing in a follow-up comment that Tommy "wasn't hurting" and had swapped the Corvette for the Outlander of his own volition. But...why?

After we ran our story on Tuesday, tips started flooding in from folks who either know Tommy personally or were somehow involved in 2020's most controversial car purchase. That includes Mike Baum, the pre-owned sales manager at Hurst Autoplex, who came forward with what he claims is the real answer: Tommy reserved and bought the C8 with the intent of flipping it at Hurst all along. He never actually wanted the Corvette.

"Originally, he just bought the C8 to sell to me," said Baum. "We specialize in [used] sports cars, lifted trucks, etc."

As for the visual of "trading it" for a Mitsubishi, Baum said that was pure happenstance.

"While he was there [selling the Corvette], he said he needed a work SUV to run around town in. He picked out an Outlander."

Baum went on to mention that Tommy also reaped the



rewards of a tax credit on his trade-in. Given the price difference between the Outlander and C8, Tommy didn't even have to pay sales tax on his new crossover.

Markups on new or lightly used C8 'Vettes are still in the low five-figure range, sometimes higher depending on options. And while Baum declined to provide us with the financial details of the transaction, a man claiming to be a friend of Tommy reached out with the information everyone wanted to know. According to the friend, Tommy ended up selling the C8 for a cool \$10,000 over his purchase price, which, on a 2020 C8 Corvette LT3, we estimate to be somewhere in the neighborhood of \$81,219 after Texas sales tax is taken into account. So Tommy got out of the C8 business for a cool \$10K in profit.

Further, the friend also claims that Tommy paid around \$19,000 for the Outlander before his \$10,000 dealer payout for the car. And because the \$1,187 in sales tax was waived due to the trade-in, Tommy may very well have a brand new Mitsubishi Outlander for the cool cost of only \$9,000.

Not bad, Tommy. Not bad.

ROB STUMPF

Taken from The Drive 12-10-2020



2021 - A New Year Finally!

By: Paul Ennor

It's here, 2021 and I bid good riddance to 2020 and I'll leave it at that. Traditionally the new year is a time of reflection when we look back at the eventful things that happened during the previous year but there haven't been many things about

2020 that I want to remember. Oh, there is one thing; The mid-engine C8 Corvette finally arrived and a very few lucky WVCA members managed to snag one to park in their garage just in time for the winter rains to make driving a shiny new Vette something nobody wants to do. But I offer my congratulations to you guys who have a new C8. I envy you.

WVCA now has new officers for the '21 season. Kelly is our new president and one of his first official duties was to organ-

ize and lead a small tour of four Corvette to the PIR socially distanced drive-thru holiday light show in Portland. Kelly did a great job of leading our little group through Portland rush hour traffic. He kept us all together right up to the ticket booth. After that for no fault of Kelly's we were merged together from 3 other lanes of traffic and that was the last we saw of each other. No matter though because with restaurants all closed because of Covid concerns we couldn't gather as a group anyway. Thanks for putting this event together Kelly. Now I'll move on to something more historic which is why I write this column isn't it?

Kelly's first cruise as President sure went off better than one of my early ones. Here's my story. The year was 1973. I had just bought my first Corvette, a new '73 red roadster and joined WVCA in May of that year. Way back in the early days the club's fiscal year started in July not January so July. For reasons that I'll never understand the members nominated me as President for the '73-74 year and as the only candidate I was quickly elected. I think this was both a dumb and a smart move on their part. The dumb part was to hand the gavel over to a green recruit with no knowledge of the clubs' history or procedures. The smart part was that the hooked guy into leadership that would eventually go on to be one of WVCA's most active members for years to come.

But enough of that, let me tell you about learning the job on the fly and how it can lead to at least one interesting story. Back in the early days of WVCA the club was much smaller. The President was expected to be more than the presiding officer at our small meetings. He (*not she, this was before the club allowed female members! It was a different time remember*) was tasked with leading all tours as we called cruises back then. As the summer of 1973 progressed, I learned the delicate art of leading a tour in a way that kept the whole group together. That is until the fall when the club voted to take a fall tour up to Mt. Hood. I lead our group of 6 or 8 Corvettes over the back roads enjoying the fall colors all the way to Timberline Lodge. At Timberline the group decided that they would like to head home through Hood River. A couple of them asked me to stop in the Hood River Valley if I saw a fruit stand where they could buy some apples. "Fine", I said. This is where the on-the-job learning started. As I lead the Vettes drove down the East side of Mt. Hood my attention was focused, not on the Corvettes behind me, but rather on looking for any sign advertising apples for sale. I was driving down hill a bit fast. Corvettes are hard to drive slowly you know, and I saw it A SIGN: "APPLES NEXT LEFT"! Unfortunately, "next left" was like 150 yards ahead and we were doing about 60+. Without thinking or time to react I hit the brakes and turned left almost drifting into the gravel parking lot of the apple stand. I was proud of myself for finding the guys apples. That's when I jumped out of my Vette only to find Corvettes all over the place, some still on the road stopped others on the shoulder and none in the parking lot. Lesson learned, the hard way. Remember to take care of your flock if you're the leader. Everyone was OK but there were a few frazzled nerves. It was years before the club would stop razzing me about, "THE APPLE TOUR".

RECENT SPRING MOUNTAIN C8 CORVETTE PERFORMANCE SCHOOL EXPERIENCE, DECEMBER 8&9, 2020

Four years ago, (December 2016) I took the Spring Mountain C7 Corvette Performance School 2-day course, to learn how to handle some of the performance capabilities of my then, new 2016 Z06 Corvette! As is still the case today, whoever had bought a new Corvette was able to attend this course, within one year of purchase and GM pays \$2000 of the \$3000 tuition. In addition, each student had to agree to pay up to \$10,000 for any damages to his/her assigned car, during this course!

This course was one of the most fun, challenging and also sometimes scary driving experiences that I ever had! So, shortly after receiving my brand-new mid-engine C8 in August of this year and given the fact that mid-engine cars handle differently than front engine cars, I scheduled myself for the C8 training for December 8th and 9th! My main goal was to learn as much as I could about the performance characteristics of this revolutionary car and more importantly, how to safely handle the C8 in a variety of difficult circumstance!

Without any exaggeration, the C8 course fulfilled and, in several ways, exceeded my expectations! In addition, the course curriculum itself has been changed for the better since I took it four years ago in a C7. More about these changes later!

This year, students are able to reduce the \$10,000 liability to \$2000, by purchasing additional insurance for \$200! I opted to do this as I have vivid memories of nearly losing my assigned C7 Z06 4 years ago on hairpin curves on a wet track! During these encounters, I felt the rear end of the Z06 beginning to spin out, but fortunately I was able to gain control of the car both times! In fact, during one of these near spins, the instructor in the trainer's car ahead of me, radioed back: "nice recovery Stan"!!! I have relived those moments several times since then, still thankful that they turned out the way they did!

On December 7th, I checked in at the Spring Mountain Welcome Center/store and was assigned a very nice Condo for 2 nights! The accommodations really are pretty nice and include availability of using a Club House and Fitness Center. And breakfast and lunch for 2 days are included in the training package and the food was not bad!

On December 8th, we had breakfast, registered and began with introductions and our first class. After a brief classroom experience, we went outside, divided into groups of 3 or 4 and picked the C8 that we

would be assigned to for the next 2 days! I picked a beautiful orange C8 as someone beat me to the Elkhart Lake Blue Metallic C8! As a side note, there are around 50 C8s at Spring Mountain, so every color of C8 was there, with 14 assigned to our training class!

Our first in car training, involved sharp turns around strategically placed pylons. The first runs with a clear view ahead and then several runs with the windshield covered, completely blocking the view ahead! This was great for learning how to drive around a course, using only your side windows to see where you are going, where and when to steer brake and accelerate! This was fun, but please do not try this at home!

The next in-car training involved accelerating from a full stop to about 60 mph and then engaging in a full panic stop on a flooded track and while also trying to steer either right or left to go between two short cones. What really made this exercise challenging, was that you did not know if you were supposed to be turning left or right during the panic stop until one of the instructors, who was quite a ways straight head, pointed either right or left, at the last minute of your run!

The takeaway from this exercise was that with today's abs braking systems, you should NOT rapidly tap your brakes, like we used to have to do for better braking control, during panic stops (in the old days). But instead, you should apply full pressure on your brakes and let the abs system brings you to a full stop (NO TAPPING on the brakes)! It is amazing how well this system works, even on a wet track, you can come to a rapid stop! The second takeaway is that during a panic stop, you can still have good steering control if you gradually turn the wheels, trying to avoid any sudden turns!

We then all put on our safety driver's helmets and connected our HAN DEVICE to protect the neck from sudden movements right, left, back or forwards. And then we placed our cars on TRACK mode and disengaged the traction control and spent our first of six, 20-25 minutes sessions on the track, in groups of 3 or 4. This track is a 1.5-mile loop with several serious turns and one good straightaway! Our first session on the track was at a fairly slow pace, but even then, several of the students were strongly encouraged to go faster and to work on getting closer to the apexes! Keep in mind all of the instructors are current or former professional race car drivers and part of their job is to encourage you to learn better and faster driving skills! They

were all good at their jobs. They also encouraged us not to drive beyond our comfort levels, but there was definitely pressure to go faster!

What I liked about this track, that we did not have 4 years ago, was the incorporation of tall white signs with numbers indicating when to start braking before reaching the most difficult turns. In addition, before these turns there were small cones to indicate when you needed to start your turns.

This was helpful. But even with these aids, on our third time out on the track during day #1, and driving at a much faster pace, the car directly behind me lost control, at the most difficult curve. He then went off the track, spun around and hit a barrier made from stack of tires, doing much damage to the back of the car!

This driver was thankfully not hurt, but was obviously shook up and was then given the option of not having to do anymore track work or to have a instructor ride with him while he was on the track! To his credit he opted to do his track time with a professional driver seated next to him! It was really nice to see how supportive all the instructors and the other student were towards him and several of us made sure to sit with him at dinner time and again during the next meals on day #2!

Anyway, the next day included three more times on the track and each time we went a little faster than the time before! During my last track run I came close to going off the track at the same place that the student had the day before, because I barely applied enough brake to negotiate the toughest turn on the track! All I can say is thank God for the incredible C8 brakes and incredible planted turning ability of this car, as we got it done, but with not much sidetrack space left!!!

Our next exercise was to hone our apex turning skills by driving around a short track that had two very sharp curves and every so often you would be told to do a panic stop while also going around a curve.

After this exercise we went to a large, flooded lot with figure eight cones set up! The purpose of this exercise was to show you how much value there is in the cars traction control system! With this system turned off, I was easily able to make the car spin out! With this device turned back on I could not make the car spin out, no matter how hard I tried!

One of the highlights of this training was a ride along HOT LAP with a professional race car driver! It is a really fun experience and in some ways is really humbling!!! If you ever do this, HANG ON, for you are in for a ride!!!

The final two exercises were not part of the curriculum 4 years ago and both were really fun and valuable, concerning enhancing driving skills! The first was Autocross and after a few trial runs I managed to have the second fastest run in the class by 1/2 second! If only I had gone faster!

The second involved using Launch Control to do the fastest 0 to 60 runs! Launch Control is an amazing system and really gives you a good idea how fast this car can accelerate!

There were quite a few classroom sessions covering many different topics and the instructors encouraged any questions that we had!

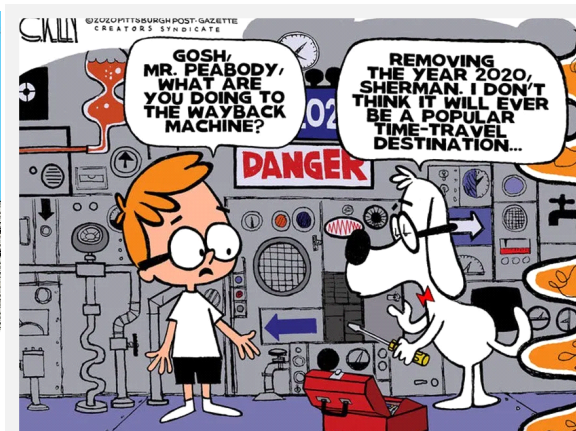
All in all, this was an incredibly fun and informative two days, and I can honestly say that this course has given me a much greater appreciation for, not only what the C8 Corvette can do, but also for what it cannot do! Every car, no matter how good it is, has its limits and a course like this is a great, safe way to learn what each of these are!!!

Best Regards,

Stan W Czerniak



"If you would've hit a regular car I would've given you a ticket. Since you hit a Corvette, you'll get 10 years."



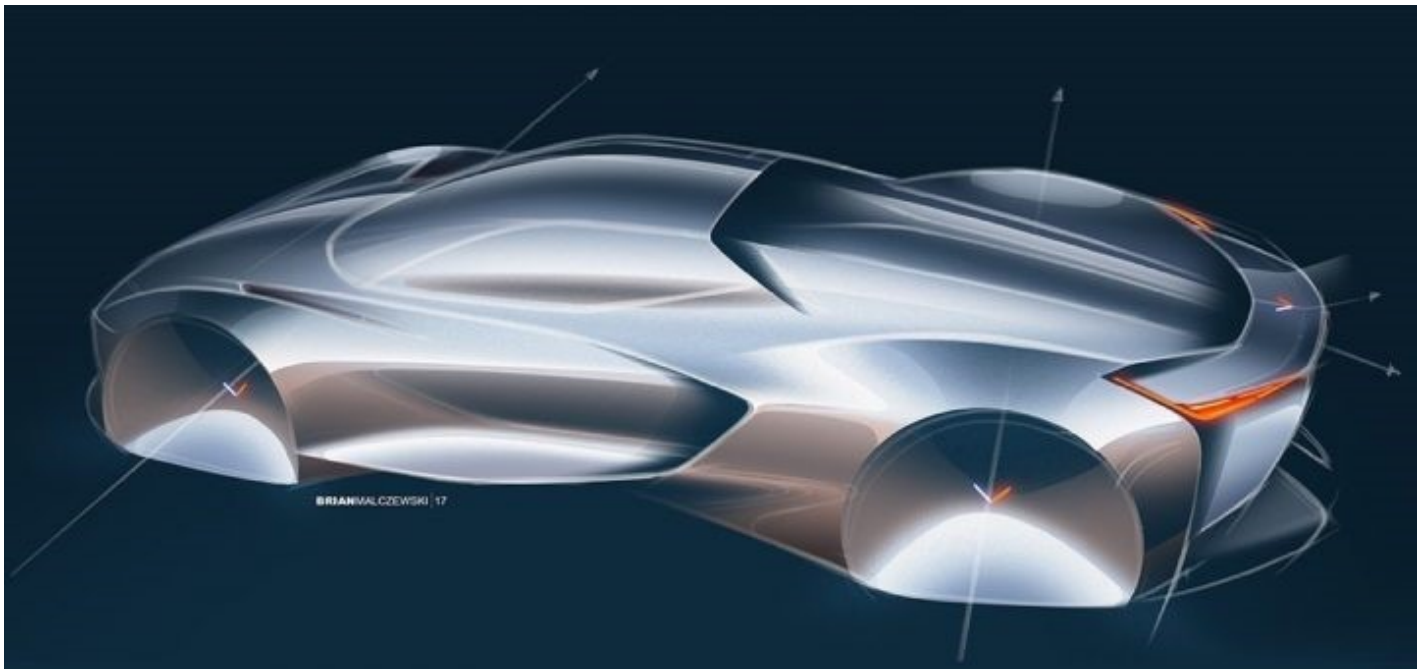


Mid Engine Monthly Update: 2020 C8's Finished & 2021's Being Made *John Elegant*

Despite first the strike and then Covid, over 20,300 C8's were completed. Production of the 2021's continued immediately behind them, without the typical two week model-year-conversation time out. By cutting the traditional two week Christmas/New Year's Bowling Green Assembly vacation short, GM finished over 1,500, 2021's before December Christmas vacation started. Production resumed on January 4th with two shifts.

What we do not know, in fact the top dealers do not even know, is how long the 2021 model year will continue. Rumors abound that the 2021 model year will be shortened, to resume the more traditional end-of-model-year timeframe of the end of August end. However, there are an equal number and strength of rumors that to reduce the massive unmet demand of C8's, that 2021 will again just like 2020, be a very long production year going into at least late fall. With many dealers sold out for all of the 2021 model year (regardless of its length), and some having lists that extend far beyond then, 2021 will end with still tens of thousands of C8 customers waiting for their mid-engine Corvette. As some long term industry observers have noted, they have never seen a new generation of any vehicle that still has so much unmet demand, noting that some are even right now selling for \$20,000 over sticker at some dealerships, and even low mileage used C8's are now going for \$5,000 over their original purchase price. The hottest button topic during this past year was following production of customer C8 Stingrays. One thread at www.MidEngineCoretteForum.com has 200,000 views, and already the 2021 production tracking thread is moving forward, being intently watched here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/212690-latest-%E2%80%9821-bga-production-numbers>

But before we move forward, let us look backward at a "GM Motor Design" C8 concept sketch done many years ago, but just released. Might it have some unique C8 ZORA elements being forecasted within it?



Moving forward, speculation and anticipation for the Z06 is driving a lot of the future intense focusing on the C8 generation. We know that the C8 Z06 will not be earlier than a 2022 Corvette.

And could it even not happen until the 2023 model year? When will it be revealed?

That is another unanswered, major speculation focus. A prevalent rumor, though totally without basis at least so far, is that the C8 Z06 would be revealed on the two year anniversary of the C8, specifically on 7.18.21. And then it would go into production starting this next October. However right now that is water cooler talk, but might there be a kernel of truth to either date??? An interesting poll, when will the 2022 Z06 be revealed? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/214520-poll-c8-z06%E2%80%99s-reveal-date>

What might it look like? Here is a sketch commissioned by GM Authority.



How hot is the C8 Z06 going to be? Two large, totally reputable dealers already have *customer* purchase lists around 200 each, giving us some indication. Once again there will be massive unmet demand for this car. IMO if you have not been on a dealer's list for one for a while, there is a likelihood that you would have to wait until the 2023 model year to get your C8 Z06. Of course, its basic price will be a major factor? Will it have a starting

MSRP of \$89,995 or will it start at \$94,995?

A second major unknown is how many Z06's can BGA make its first year? Will it be less than the 10,000 that were made the first year of the C7 Z06? Or more likely, can BGA make over 15,000 units its initial production year? Or even 20,000 that 1st year? One thing for sure is that even if 20,000 could be made, there will be many again waiting for their own Z06 until the second model year because just like so many were shut out of getting a first year C8 Stingray, similarly thousands will be shut out of getting a first year C8 Z06.

Meanwhile we are seeing what many feel are mule sightings of what is believed to be an all wheel drive C8 E-Ray (the hybrid replacement of what heretofore was called the Corvette Grand Sport in previous generations). Here is one sighting. How can one tell it is probably an E-Ray hybrid instead of a Z06? Most believe that whereas the Z06 will have center line exhaust tips (which we saw previously on mule pictures several months ago), the below sighting is of the more traditional outer exhaust tip location, again probably indicative of the e-Ray undergoing testing. This picture is from a video captured by "jcsblownc5."



Calendar year 2020 sure had it great moments and its super ugly ones. Here's to your having a safe and joyous 2021. **Miles of Corvette driving smiles to you!** If you ever wish to communicate, you can find me at www.MidEngineCorvetteForum.com (MECF) via private message to me (John).

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
P.O. Box 20576
Keizer, Oregon 97307

**Place
Stamp
Here**

