



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 43, ISSUE 5

MAY 2021



WWCA President
Kelly Smothers

Here we are again. Covid risk levels continue to have ups and downs. COVID has affected many of the Spring time events again this year, where car enthusiasts are spinning their wheels at the starting line in anticipation of getting out there with their pride and joys.

For me, I especially enjoyed the Cherry Blossom Run sponsored by Salem Auto Club Council. I saw 18 Corvettes, 11 from our club. It was an absolutely beautiful day to run around the Willamette Valley, not following directions, (ha) and seeing some new roads and some old friends.

At the end of April, I took some much needed personal leave, and headed down to Roatan Honduras to get some scuba diving in on the reefs down there. It was a great trip. Third week of April also brought a nice evening drive out to Dallas/Independence, across the river and to the Half Penny for dinner, another great turn out for a beautiful evening.

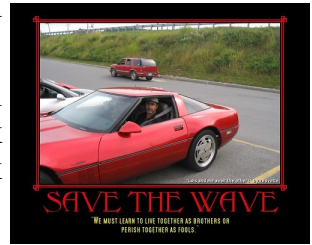
As May heats up, our Monthly cruise is to Salt Creek Falls and is being sponsored by Steve Sims (thanks Steve). We will meet and leave at South Salem at 10AM May 15th. Jacket Night is scheduled for 5/19 and there is a Mary's Peak run starting at 10AM at the Linn-Benton Community College (Sponsored by Left Coast Mustangs) whom we have done several combined events with now. See, we can get along. ;)

We are looking for hosts for the monthly cruise in June and July. Roger and Maryann will be hosting Jacket night in June and Andrea and I will be hosting Jacket Night in July.

Sorry I don't have a lot of ramblings this month. At work we are implementing a new IT support contract and between that and normal spring related things on the property, not a lot of time to commit.

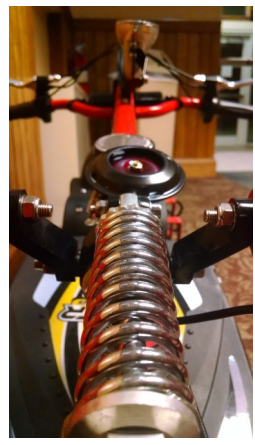
One last comment, Andrea has added a couple more minor updates to the Z51 and the Mistress has been in the paint shop since March, fiberglass work is complete, and should see paint in the next month.

Remember, lots of events coming up, if you feel like getting out, do so; if you don't, at least check in online or call into our monthly call and check in please. Save the wave!



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Think Spring!!!



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 Northwest Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303, or if you can not make it in person, you can go on line at <https://join.freeconferencecall.com/wvca>. 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

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Zoom meetings are just modern seances



There's someone who wants to join us.
*Elizabeth, are you there?**We can't hear you.*
Can you hear us?

MEETING MINUTES

Willamette Valley Corvette Association

MAY 6TH 2021

Called to order:

6:32pm

13 attending

Guests:

Nick & Marti Venezuela Blue Grand Sport. Has joined 2 events and today's meeting.

New Members:

None

Birthdays:

Rob Louthan 5/2

Paul Ennor 5/15

Shannon Czerniak 5/20

Pat Manrubia 5/24

Larry King 5/27

Previous months minutes:

Corrections or changes- none

Motion to approve March 2021 Minutes. Motion to accept Joe P. 1st /Dan M. 2nd. None opposed.

Treasurer's report:

March 2021

March beginning balance \$5555.48

Deposits \$0

Interest \$0.01

Expenses \$50.15

Total Balance in Checking \$5005.33

Cash on hand \$221.00

Savings \$10610.80

Total \$15,837.13

Joe has \$20 from last raffle he will get to Andrea next meeting.

Motion to approve treasurer's report- Approved. Motion to accept Dan 1st, Roger 2nd accepted. None opposed.

President's & Vice Presidents' report:

Kelly is out today and sent the following message. Cherry blossom run over 250 cars. Thanks to Shelly,

Andrea for helping at the Poker run.

Vice President's report:

Due to change in COVID restrictions back to high from extreme we will have Jacket Night this month.

Who wants to host it?

The monthly car cruise has been moved to the 15th so it's not on Mothers Day weekend. Meeting at

South Salem Safeway 10am we roll.

This week is the Cascade Highschool Car show. 9am-2pm. Free/donations just to look.

Salem Roadster show moved to September.

Rendezvous Car Show in Brooks is still June 19th

Willamette Valley Street Roads is doing Carousel Cruise September 4th

Mustang club Mary's Peak drive May 31st.

Member at Large update:

See above about SACC Cherry Blossom Poker Run. SACC is building a new webpage. They had some canceled events showing as happening. Kelly reached out to them and got our canceled Car and Coffee

removed.

Bowling Green update:

None

Tech time/Corvette news:

None

Old business:

None

New business or good of order:

Andrea- Salem Health is doing Mobile Vaccination Clinic and comes to businesses, churches, clubs.

Would the club be interested in something like this? Maybe join up with other car clubs? We will take it to the board and talk about it.

Trivia:

What was the first year for a Corvette to serve as the Indianapolis 500 Pace Care?

The first Corvette pace care was featured in 1978, the year of the corvette's 25th anniversary. One replica was produced for each Chevrolet dealership, totaling 6502.

Side note: Joe had one and didn't know this. ☺

Adjourned

6:25



Salt Creek Falls from the May 15th cruise



WVCA 30 YEARS AGO 1990/1991

By Paul Ennor

Blame it on the pandemic; Pat and I fell through a time warp worm hole and found ourselves in our own basement surrounded by old WVCA photo albums.

I started looking through the 1990/91 album which brought to mind something that President Kelly said to me a couple of weeks ago. He said that WVCA seemed to have morphed into a club that just goes to meetings or places to eat. He seemed to be wondering what the Club used to do. That old photo album brought back a lot of memories from just one year in history.

Now my brain is bouncing all over the place digging up memories of so much I barley know where to start. But you guys know me. So, start I will. Not at the beginning or even in 1990 but with one subject.

Meetings: When the club was established in 1968 it held two meetings a month on the first and third Thursday of each month at 7:00. Those meetings were always at Capitol Chevrolet.

The original location of Cap Chev was at the corner of Marion and Commercial right at the foot of the bridge. This is the only picture I can find of that building from that era. Of course, the



streets were usually dry not flooded. This picture dates from the 1964 Christmas flood. We used to meet in the upstairs conference room

which was no better than the partly finished meeting room the club now uses at Antique Power land. It was cramped, uninsulated and sparsely finished. In the summer it was hot and we'd sometimes move the meeting across the street to Union Square Park and meet at a couple of picnic tables.

Sometime in the late 70's Cap Chev moved to a new more spacious building on Mission Street and WVCA followed, still meeting twice a month there until sometime in the late 90's when a constitution change scrapped the second meeting of

the month. After Cap Chev built a new building on Mission Street in the late 70's WVCA followed, still meeting twice a month in Capitols new spacious climate-controlled meeting room in the new facility.

More recently Cap Chev moved again and built a even newer dealership on the Salem Parkway. Meanwhile the club constitution was changed and the second meeting of the month was scrapped leaving us with just the first Thursday meeting. I'm sure you remember meeting there until the pandemic when Capitol told us that we could not meet there for the foreseeable future and we were forced to find another option. I miss meeting at our sponsor but it is what it is I guess. OK, enough about meetings. I'll move along now and look back at what was happening in May in the 1990/91'd

Parades ruled in the early 90's: For quite a few years the Corvette season started on the first weekend of May. That was when the weather could be counted on to be mostly dry and spring-like. Top-down weather it's called! WVCA members would call their insurance agent and put insurance back on their Vettes after having the insurance suspended for most of the winter to save money. The real reason for the first Saturday in May being the official start of the Corvette season was a big parade held on that weekend in Newport. It was called the Loyalty Days Festival. Wikipedia defines it as follows: **"Loyalty day- a special day for the reaffirmation of loyalty to the United States and for recognition of the heritage of American Freedom"**.

As far as I can know Newport Oregon might be the only place in the country to ever celebrate Loyalty Day with a big festival. Anyway, Corvette participation began in the 1960's. The original sponsor, Cascade Corvette Club in Eugene invited the newly formed small WVCA club to join in sometime in the late 60's or early 70's. Cascade soon turned over planning to



WVCA a few years later. By 1990 it seemed like every Corvette in the valley would join-up and tour to Newport on that first Saturday in May to be in the Parade.

WVCA always met at Pietro's Pizza on Market Street, sometimes with Vettes from Portland and Vancouver joining in before heading south on I-5. From Salem the tour proceeded to Philomath where the Northern Vettes joined forces with Cascade Corvette Club, Beaver State and other southern clubs that wanted to come along. After the long drive to Newport, we'd form-up as directed by the Newport parade organization. Originally the form-up point way at Hayden Chevrolet on hwy 101 but later we gathered at the Lincoln PUD building after the number of Vettes outgrew the chevy dealer's lot.





A few convertibles were always selected to haul the festival court girls in full formals through the parade. All the rest of the Corvettes just formed a 2-mile-long double row and joined the parade. It was

not unusual to have well over 100 Corvettes in that parade. It was a long parade several miles long. Folks with clutches sure had tired legs and hot clutches by the time we reached the finish. After the parade was over WVCA usually had made reservations of some sort for a place to gather and have a party.

Usually this was not in Newport itself so as to avoid the festival crowds. In 1990 the party was in Depoe Bay where there was a hospitality room with a keg (or two) of beer, pot luck stuff to eat, and as you can see from the picture, NO social distancing was practiced back then.

After the Loyalty Day kick-off event the summers back in the day were full of parades. Keizer Days came along in mid-May right on the heels of Loyalty Days. Keizer Days was later called the Keizer Iris Parade.

Then June brought quite a number of parades such as the Lebanon Strawberry Festival, Turner Lamb Festival, Albany Timber Festival and even Salem had a downtown parade one summer where one of our Corvettes, a '63 roadster, hauled Jan & Dean (yes the music group!) in that parade. I seemed like there wasn't a parade within 100-miles that WVCA was not a part of in the 1990's.

WVCA and the Oregon Museum

By: Paul Ennor



This morning (May 9th) I opened the Statesman-Journal newspaper to a front-page headline and feature article about the worst mass shooting in Salem history. It was at a tavern called the Oregon Museum. I'm writing a short article about this 40-year-old tragedy here in the Glass

Sass for only one reason. You see, WVCA had a short connection to the Oregon Museum forty years ago. After every meeting we would drive down to the Oregon Museum where the club had a standing order for a pony keg of Olympia beer. We'd fill the parking lot with Vettes, gather and consume the keg, eat pub grub, play pool and visit. Today (at least before the pandemic) we do this sort of thing at Waller's Pizza. The club always went there on a Thursday after our meeting at the old Cap Chev downtown. We were lucky, because the mass shooting happened on a weekend night when a crazed gunman entered the Oregon Museum and shot-up the place. After the shooting, WVCA quit going there. The tavern never recovered either. If you drive to the intersection of Front and Hickory streets today you will find nothing about this terrible night, only a vacant parking lot.

May 15th Cruise



Thanks for a great Cruise Steve!



Mid Engine Monthly Update: What's Happening In Our Current & Future C8 World

By John Elegant

Corvette has the highest customer loyal in luxury sports cars, even ahead of Porsche and yes even high end exotics: [https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/258072-corvette's-highest-loyalty-among-all-luxury-sports-cars](https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/258072-corvette-s-highest-loyalty-among-all-luxury-sports-cars)

Last minute sad news for C8 customers who had planned on either Sebring Orange or Zeus Bronze, for on the April 15th order-submittal day, there was a major, negative surprise as all told that these two colors were now fully constrained (not allowed to be entered in that color): <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/260581-super-bad-news-so-zb-totally-constrained-today#post260584>

That meant that customers who had chosen those two exterior colors, and who had then built their interior, wheel and then caliper choice, stripes or not, and other color related choices based on their exterior color choice of SO or ZB, received a call from their dealer on the morning of Thursday, April 15th and had to immediately choose a replacement color and almost-certainly had to consequently change several or many other options too. More here: <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/260581-super-bad-news-so-zb-totally-constrained-today#post260805>

We often look at the typical or most popular interior and exterior combinations, but sometimes there are brave alternative ones. Thanks to Morgan Crosbie, his Cars and Crosbie YT channel (which we often feature at www.MidEngineCorvetteForum.com (MECF), we have this picture of Elkhart Lake Blue with the Morello interior. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/260142-featured-morello-red-interior-in-this-latest-cars-and-crosbie-video>



What is our new C8 news? As we await the Bash (this was written before the event though most are reading this after the event was over), we wonder what new 2022 information will have been released there. Here are my predictions as to what will and what will not be shared during the Bash (by Tadge and Harlan in their virtual presentation).

*NOTHING will be shared about the 2022 Z06. In fact, Tadge nor Harlan will even mention it and if someone asks an after-presentation question about it, both of them will respond, “we do not discuss potential future product.”

*The three new, 2022 replacement colors are a different orange, a new gray and a coffee; they all will be shared via actual, painted fender panels (as the Corvette team has previously done at the Bash). Those pictures as well as comparisons with the three outgoing versions of those colors will be (were) immediately found in detail on MECF.

*No information will be shared on the 2022 prices changes.

*The probable 2021 ending production week (July 19th) will be stated, with the announcement of the estimated late August/early September first customer 2022's arriving then at dealerships.

*2022 orders will start to be formally placed for actual acceptance (matched with allocations) on or about early July.

*Lastly, from the National Corvette Museum Bash, the other major announcement was that there will be a 2024 National Corvette Caravan. While the National Corvette Caravan's Captain and more details will be announced later, this is exciting confirmation. My wife and I personally cannot wait, for it will be our sixth we have personally been involved in. Bet many of you are also looking forward to this event!

Interesting projections and a rendering of the C8 ZR1 were shared here thanks to Australia's "Wheels" magazine: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/261830-very-interesting-c8-zr1-article-thanks-to-wheels-magazine>



Sometimes waiting from a C8 coming off the line to dealer delivery is an excruciating process. We know of one person in the Pacific Northwest who for a wide variety of reasons waited a total of two months for that to occur. Amazingly, sometimes it

can be literally just three days for an east coast delivery to New Jersey. We remain pleased that GM is currently continuing the temporary process (we do not know how long it will remain that way) of using a single Jack Cooper Transport truck to take C8's from BGA all the way to the west coast. We have seen completed transit to the west coast lately be just under two weeks via the JCT transporter trucks. That is a wonderful improvement over the previous train-transport's one month average.

We believe that GM still plans to build a further 11,000, 2021 Corvettes. If so this would mean that the 2021 model year's production would slightly exceed the number of 2020's.

Hopefully nice spring and early summer weather has hit your area and you are getting back into jump-into-the-Corvette-often delightful routine. For those of you who live where you have been driving it all winter and early spring, we envy you!

Thanks for your continuing the Corvette wave. May you have many upcoming miles of Corvette driving smiles.
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
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