



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 44, ISSUE 12 **DECEMBER 2021**



*WVCA President
Kelly Smothers*

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Greetings Vetter's. Looks like Winter is around the corner.

Sitting here looking through corvette site after corvette site looking for winter projects for the C6, keeping tabs on Black Friday Deals, and Cyber Monday deals and Thanksgiving deals and Christmas deals. It sure doesn't seem to me like prices are any better than the rest of the year. There is always that 10% or 15% off. For me it's about time too, not just saving a dollar here and there. Okay it is about saving a dollar here and there so there Andrea. :P

So, What. Well, plenty of plans for the new ride, the 2013 Corvette GS we picked up in October had many more problems than the internet photos were able to show us. That is the biggest problem with buying a car sight unseen and 3000 miles away. So, it's getting a makeover too. I worked on the paint for quite a few hours, and well, decided to take it to our Detailer in Newberg (Nick @ Autowerx Detailing) who has done a great job on four of our cars now.



As you all also know, I've had the Mistress ('74 Roadster) in a custom auto body/paint shop for nearly 9 months now. But I would tell you, that I have watched the progression of sanding, coating, prime, re sanding and aligning and lining up body panels. It was the paint restoration the car needed the first time it was repainted, and well, it's getting some real love and tender care now. I would like to

share one picture you may have seen on Facebook to give you an idea of the color we picked out. Brandywine. I was trying to stay 'true' to the original Medium Red (how boring) of the car's history, while giving it the glamor and paint appeal that it deserves of a classic car.

As many people have put their cars away, I have added the battery minders to three of ours, and am keeping the GS out just a little longer to deliver unwrapped Christmas presents to the Stayton Fire Department December 4th. Looking forward to that. Andrea went all out and bought all kinds of presents this year. (Cont Page 3)

Glass Sass is published monthly. The deadline for submitting articles is the 15th of the month. Club meetings are held on the 1st Thursday of the month at 6:30 PM at 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>

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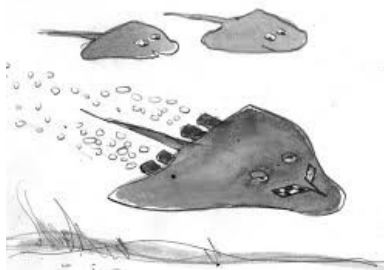
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"Cool. A Corvette stingray."

Called to order: 6:30pm

Guests: None

New Members: None

Birthdays:

Martha Motley 12/5

Lee Hart 12/6

Kelly Smothers 12/8

Sherry Chandler 12/11

Steve Tuttle 12/21

Pauline Kleve 12/24

Shari Lawson 12/27

Previous months minutes:

Corrections or changes to the minutes as published in the Glass Sass. None- Approved as written.

Treasurer's report:

Report: as of 1 December 2021

November Beginning Balance in Checking \$4,881.64

Deposits

Cash

Dues: \$185.00

Name Tags: \$39.00

Raffle: \$52.00

Total Cash \$276.00

Checks

Dues \$805.00

Name Tags \$36.00

Window Sticker \$5.00

Total Checks \$846.00

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MEETING MINUTES

**Willamette Valley
Corvette Association**

DECEMBER 2ND 2021

Expenses:

Bank Service Charge: \$10.00

Capital Trophy (Name Tags) \$ 19.00

Shane Massey (Halloween Party Deposit and No Shows) \$ 278.07

Liberty Mutual Club Insurance \$ 373.00

Crossroads Insurance: \$ 455.00

Total Expenses \$ 1,135.07

End of Month Balance \$ 4,868.57

On Hand Cash \$101.50

Savings (.09 interest) \$ 10,611.32

TOTAL \$15,594.46

Treasurer's report accepted as read.

President's report:

Santa Cruise Toy Drive Saturday. Meet at Ross at 9:30. First 200 through get a dash plaque.

There are a few patches to iron on Jacket for \$20 still left.

There will be a meeting before the January meeting to get ready for the next year.

Julie collecting money for the Christmas Dinner.

Still a few name tags for member to pick up.

Vice President's report:

No Jacket night but on December 12th we are meeting for dinner at Casa Baez and then driving thru Keizer lights. Sign up if you want to go. Bring non-

perishable food or cash for the food drive.

January and February Jacket nights have coordinators. If you want to coordinate a Jacket night let Shane know.

If you want to be part of the activities committee sign up. It's fun. We'll meet a couple times early in the year to get a plan set up for the year.

We would like to get a group together to go to Corvettes of High Desert to support them.

Christmas Dinner December 17th @ 5:30 Willamette Valley Country Club. Full turkey dinner. \$25 gift exchange. Bring stuffed animals to donate.

Help with Willamette Valley Street Rods car show 2022 so we can learn from them. We have thought about having the car show at the Museum since it is free. If we have it at River Front Park were we have to pay to use the park.

Member at Large update:

Wayne and Janet had their 59th wedding anniversary.

Bowling Green update: None

Tech time/Corvette news:None

Old business: None

New business or good of order:

Dinner at Route 99 after the meeting. Let Shane know so we can give them a heads-up we are coming. We will see about getting a standing reservation for us after the monthly meeting.

Trivia:

WHAT WAS SPECIAL ABOUT THE 2009 ZR1.
ANSWER" IT WAS THE FIRST 200+ MPH PRODUCTION CORVETTE EVER MADE.

Of all the corvette colors, what color was not available in 2012?

ANSWER: Black was not available as an exterior color in 2012 in favor of the special Carbon Flash Metallic paint featured on the Centennial Edition.

What two 2012 Corvette exterior colors were retired for 2013, and what primary color returned to the Corvette palette?

ANSWER: Carlisle Blue and "Carbon Flash" retired. Black returned.

50/50 Raffle:

\$26.00 each, winners are Andrea S. & Andrea M. \$52.00 for the club.

Adjourned 7:00pm

(Cont from page 1)

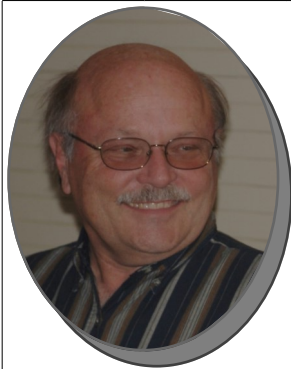
My next big modifications: '74 gets put back together and gets a new black top. The GS is getting all new ground effects, new wheels, and new track tires. With the track tires comes a SCCA legal roll bar for the convertible and hopefully some track time. The GS will also be getting a few secret upgrades. Some performance enhancing some.... Adding my touch to it.

We now have \$330 towards our goal of \$2500 for Lifetime club membership to the National Corvette Museum. Any donations would be appreciated.

Shane and I continue to keep the website calendar updated to reflect what we know now for 2023 events. I've heard dates for the Cherry Blossom Run, which is always a club favorite.

Hope to see you at the Christmas Party on 17 December, as well as January's Jacket Night. I think we are still looking for hosts for future months, so, if you have a favorite food haunt that can accommodate about 25-30 people, please volunteer to host.
Kelly





DECEMBER 2021

By: Paul Ennor

I almost missed the Glass Sass December publishing deadline. Because of that, my article this month will be a little, a lot different from the WVCA history centric stuff that I normally publish. But that's OK because 2021 has been a different sort of year. Covid and our government's response has left us with a bunch of complex memories of '21. A whole lot of new words have entered our daily lexicon. Words like; "Variant", "Surge", "poke", "Delta", "Omicron", "quinarene" and "Mask-up", and "social-distant", have all taken on whole new meanings in the past year. It's enough to make us think that this Christmas season might be the worst ever. But, with that thought in mind I thought I'd share another bad Christmas year from Salem history.

A bit of Salem Christmas History just for perspective

If you were living in Salem or Keizer in 1964 you might remember the 1964 Christmas flood. Here's a picture of Salem Tent and Awning at Christmas time in 1964. It's still in the same place at Wallace Road and Edgewater in West Salem. So, if you are so inclined take your Vette for a short drive over the bridge and imagine that intersection under six feet of water while most of Keizer west of River Road was flooded to the eves of the houses.

Pringle Park and the Salem Hospital basement were flooded forcing the evacuation of the entire hospital. Sure, the '64 flood was a local, but temporary, disaster but for those who lived through it, I'll bet they thought it was the worst Christmas ever. I'll leave the dark historical parts of Salem Christmas Salem history now



and get on with more Corvette related subjects. By comparison this December ain't half bad, even during a pandemic is it?



And now some reflection on Corvette Related 2021 Stuff

Hey, 2021 wasn't all Covid, lock-down, mask-up, sit-at-home, was it?



A few members received their brand new C8 Corvettes from the restricted GM chip-shortage allocations. You know who you

are and for you folks 2021 was one of the best years of your life. The new Z06 was released with more horsepower than any previous Corvette. I personally can't imagine where any of us could drive a Vette like that, but wow! It's sure an engineering marvel.

Back here in WVCA Land, in spite of covid, the club managed to put together a number of fun events. My personal favorite would be the tour of the brother's car museum. Shock and Aw was the only way I could describe seeing that collection. It was by far the highlight of my year. The



annual Keizer Iris Parade actually happened in '21 but not when the flowers were blooming but in August! (?) Oh well, there was a parade finally and it was fun nonetheless. (Cont. P6)

The Eugene Club hosted a great car show in July that many of us attended. That was a great day.



President Kelly planned two mystery tours, one to Paulina Lake, the other to Crater Lake. Pat and I ended-up going both places alone because all the other member bailed out on both. You guys missed a couple of fun drives.



But thanks to Kelly for the itineraries anyway, even if we did do both in our SUV and not the Vette. We still had fun.

In 2021 WVCA moved our meetings from Cap Chev to Antique Power Land. I have my opinion about being kicked out of our long-time sponsors building but I'll keep that to myself and not publish. Lets look forward with anticipation to a hopefully better 2022. And **SAVE THE WAVE**



New officers for the 2022 year were elected, and surprisingly enough, they are the same folks who held the same

office in 2021. There has been little interest on the part of Club members to participate by holding an office, which puts an additional burden on those folks who were elected last year. Participation in the operation of the Club is a great way to get to know the members of the Club and helps us to participate in the things you all joined the Club for. Budgeting, planning activities and participating in the many events we try to have each year, including cruises and the car show, so please thank Kelly, Andrea and Andrea, Shane, Steve and Joe for stepping up again to keep us operating as a Club!



The Stayton toy drive appeared to be a success, with many car clubs lining up to donate toys to the cause. Mustangs, Camaro's, Mo-Pars, and street rods all lined up to donate toys. Of course Corvettes were represented as well by WVCA, and the weather cooperated to make it a fun day! NOTE from Santa Cruise (from WVSR): Thank you to everyone that participated in person and with gifts and cash donations. A big thank you to all of the club members that drove to the Stayton FD-Santa Cruise last Saturday. It was so heartwarming to see all of you there. We all miss the wonderful breakfast that the firemen put together, but we wanted to make the best of the situation and hoped that the car community would pull through and help with donations and toys, and you did.....So many of you brought toys, cash and checks for the Toys for Joy program. Other clubs in the valley showed up with trunk loads of toys as well, cash and checks from their club. We had one hundred eighty cars drive through the station and we collected hundreds of toys and \$1,800 in cash and checks.



Don't forget to attend the Keizer Light Tour and dinner at Casa Baez for a hopefully fun tour of some very pretty decorations. Bring cash or canned food for a donation also.



Mid Engine Monthly Update: Stingray and Z06 News

John Elegant

It revs really fast. It pulls really hard. It sends chills up your spine as it screams to 8,600 RPM. Its sounds vicious and mean! It is a race car yet one that can drive legally on the public roads, go visit your friends for breakfast, and/or to take to the golf course. Then win races! But is it the car you want to own and drive on a daily basis? Do you like an e-ticket thrill ride? Do you want a car that been referred to as "straining at the leash wanting to run?" How much of a race car is it?

- ◆ *It is the same width as the C8.R;*
- ◆ *It has 50% more air inflow for cooling than the Stingray does due to its large additional center heat exchanger (again as does the C8.R);*
- ◆ *It has 170 more HP and a 1,200 higher RPM limit than the C8.R.*

The above it obviously talking about the Z06. It is now just over one month since its formal reveal and if anything, it is creating bigger and bigger buzz as time evolves. How much? These things will start to answer that question. Here's the standard Z06 (though of course a hard top convertible model).



BUT FIRST, PLEASE NOTE there are already announced 2023 Stingray changes coming for sure — listed near the end of this article, so the 2023 will bring new exciting features for the Stingray also. And as suggested below in the last paragraph, *possibly we already know*

the two new-for-2023 colors and perhaps also those composing the 70th Anniversary Design Package.

These are just three major examples epitomizing the Z06's busting out and fairly well taking over the sports car scene. 1) The top three Corvette dealers have so many names on their customer Z06 ordering lists, all over 1,000 names, with one reputed to have over 5,000 names on their list, that they have completely closed those lists, i.e., they will no longer take a single name of a new Z06 customer because they know that their first deliveries for the next new customer would not be until at the soonest the 2025 model year and more probably not until the 2026 MY or even later; 2) quite a few individuals, including two of my friends who have waited for several years for the new just-under-500 HP Porsche Caymen GT4 RS (starts @ \$143K) have because of the Z06 have taken their names of those customer lists — while others that have also for a couple of years been on the brand new Lotus Emira purchasing list (it starts around \$94,000), and similarly said, "remove me from your list because I am getting a Z06.,"; and, 3) because of insane levels of customer demands for the Z06, some Chevy dealerships are asking, and already getting customers to sign a formal, legal purchasing contract with Z06 pricing of literally \$100,000 over MSRP to get a Z06. Thankfully the biggest four Corvette dealers and some others have kept their integrity and are charging MSRP for it, e.g., no mark-up.

What is its MSRP price? Yet unknown but the average pricing estimate is around \$90,000 to start. However we have seen some "trial builds" in which customers have estimated their totally loaded

Z06 will approach or even breakthrough \$150,000. We do know its 0-to-60 time is 2.6 seconds, does the quarter mile in 10.6 seconds, and it develops 670 HP from its naturally aspirated 5.5L, flat plane crank, DOHC motor. Its motor is called an LT6. However as its development and testing is not yet completed, we do not yet have its quarter mile trap speed, or all of the following: top speed, Nurburgring lap time, nor its 60-to-0 braking distance. We know that LT6 smashed the previous record for every OEM ever-produced, naturally-aspirated V8; that old record was "just" 622 HP. Here are nine pages of factual info from the official GM Z06 press release. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323332-z06-official-press-release>

The Z06's brakes, tires and wheels are massive: 275/30/20 F's, 345/25/21 rears; 10" wide front wheels with six-piston brakes, and 13" wide, four-piston rears. All its wheels are forged (six color choices), but additionally there are optional painted and visual carbon fiber wheels (collectively a 41 pounds weight savings). But more than looking good, the Z06/Z07 version's optional visible carbon fiber wheels result in a 1 to 1 1/2 second average savings on a two minute lap.

Impressions from standing next to the Z06 are that both the standard and the Z07 are the "new sheriff." However, the visual differences between the two versions are crystal clear from 25 yards. For those who want the much more "understated" one, the standard Z06 version without its optional aero package is what you are wanting. Even without one piece of optional aero when one stands next to it, it is powerfully imposing. Its extra width, clearly race-inspired front fascia, its massive, standard massively-wide fronts rear tires and many more of its components scream, "try me out if you dare." More good news, as confirmed at the reveal, the Z06 will be available as a HTC right from the get-go. Even a HTC Z07 is available. If you missed the Z06's virtual reveal, you can watch it here: <https://youtu.be/T2NK-9aFeE0>.

Of course there is a Z07 Track Performance version. Here are its standard features (again

from the official GM press release): *Carbon fiber aero package with larger front splitter, front-corner dive planes, a rear wing and underbody strakes that enhance downforce; *Unique FE7 suspension with specific Magnetic Ride Control 4.0 calibration, and its Michelin Sport Cup 2 R ZP tires developed specifically for the Z07; *Carbon ceramic brakes (CCB's); *Re-calibrated MSRC and other systems; 8% stiffer springs.

Available carbon fiber wheels deliver a 41-pound (18.6 kg) reduction in unsprung mass. Yet if you choose, the standard Z06 version, which has the identical LT6, is available for you to optionally order the CCB's; and/or if you wish, you can separately order above aero package.

But more than the Z06 being new for 2023, Harlan shared at the Z06's reveal that **there**



will be some nice 2023 Stingray enhancements.

The 70th Anniversary Design Package will be available on every C8. As

will the extra interior visible carbon fiber package #2.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/329035-%E2%80%989823-sr-z06-vis-cf-package-2>

Since there was so much Z06 info revealed, here is a summary sheet for those that wish:

I. Articles/Info Including GM Official Releases/ Pictures:

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323332-z06-official-press-release>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323312-official-gm-z06-reveal-pictures>

*: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323587-2023-z06-reveal-photos>

*<https://www.midenginecorvetteforum.com/forum/>

[mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/329183-everything-you-ever-wanted-to-know-about-gm-s-new-670-hp-lt6-flat-plane-crank-v8](https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/329183-everything-you-ever-wanted-to-know-about-gm-s-new-670-hp-lt6-flat-plane-crank-v8)

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323365-z06-street-legal-race-car>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323370-impressions-standing-next-to-a-z06>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/323812-2023-z06-z07-tons-of-carbon-fiber-70th-anniversary-embossed-glass>

*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/323368-key-z06-components-yet-still-unanswered-questions>

II. Z06 Videos:

Very 1st Z06 Walk Around Video (standard version): <https://youtu.be/Dgu-ly4hbY0>

Best sounding Z06 video (at the Nurburgring): <https://youtu.be/ndMXeBOrcHA>

First drive (and some standard vs Z07 version commentary and comparative analysis and pictures): <https://youtu.be/FeB-vlUn-Yw>

Interview with Tadge & Aaron Link (Vehicle Lead Engineer) about the Z: <https://youtu.be/v6oZDqliD2I>

LT6 Walkaround/Detailed Info: <https://youtu.be/uta6RWwx7s>

Jay Leno Drives It (1st non-GM employee to do so): <https://youtu.be/mRU3UDvhF0s>

Best technical analysis of how the new LT6 motor produces its power (vs the C7 Z06 supercharged motor): <https://youtu.be/1q6p5vIAWEs>

There are ten more excellent Z06 videos here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/324839-best-z06-pre-post-reveal-videos>

But that is not all that will be new for 2023. Here are changes also available on all 2023 Stingrays: Two new caliper colors; the Morello Red interior will be replaced by a fully dipped Adrenaline Red one; and there will be, as always at least two new exterior colors coming. These typical changes are typically not announced until the late April NCM Bash event but based on an internal GM document which stated that the 2022 model year is ending on May 6th, with 2023 production starting on May 9th, but more importantly that initial 2023 C8 allocations are starting early on March 30th, might there be a new way for some of the 2023 color and other changes to be introduced before the traditional time of the April NCM Bash?

One more change is coming to all 2023's as a result of our customer input to the Corvette team, the currently bright aluminum trim within level 2 and level 3 interiors is going to optioning come in what some have described as a "black out trim" package, others as "black chrome," and still others as the "stealth aluminum trim package." It is available whether or not one gets the new-for-2023, aforementioned and linked extra visible carbon fiber package # 2 — or neither carbon fiber interior option.

At the LA Auto Show we quickly saw a case of 14 colored "C8 speed models." The two new ones appear to be a return of the 2012 one-year-only "Carbon Flash" (a metallic black) and Pearlescent Metallic White. If confirmed later, might Arctic White and the traditional, solid Black be taking a one year, 2023 vacation? And might the combination of Pearlescent Metallic White and the new fully dipped Adrenaline Red be the 70th Anniversary Design Package and/or the Design Package also be the Metallic black and the dipped Red interior?

Note: As soon as that display case was placed in public view and then pictures of it were captured in lots of social media locations, it was removed. A trial balloon? A foreshadowing of what is coming for 2023 new colors? A false flag?

May your holidays be especially joyous ones with your family and friends! Safe miles of Corvette driving too. Thanks for reading. John

2021-23 Standing Committees

Carousel III Glass on the Grass Car Show for 2023

Andrea Smothers (Chair)

Budget

Andrea Smothers (chair)

Activities

Shane Massey (chair) Kelly Smothers

Social Media Committee

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