



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 44, ISSUE 10 OCTOBER 2021



WWCA President Kelly Smothers

Greetings Vettors. From too much Sun (is that a thing) to cool fall colors. Thanks again to our volunteers. It makes life so much easier for everyone.

We have a new baby in the Shop. Andrea and I recently purchased a 2013 Grand Sport Convertible from Criswell's in Maryland. Black. Z16 Performance Package, 3LT, Heritage package, etc.... Well, first time we've bought a car sight unseen, and well, this one will need a bit of paint correction from that nasty East Coast weather. It's a labor of love, right? The current plan is to give the Amish Vette a run for its money.. ;) Andrea and I have been spending a lot of time designing this one from the ground up. And I won't say it won't have Lambo doors when we're done. ;)



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Club Business - Great seeing so many people and so many awesome Corvettes at our September Jacket night. I will continue my mantra that this is an eating club with a car habit. Thanks Joe and Pat, it was a great drive (even though some people still have a hard time following turn by turn directions) lol. Ixtapa Mexican Restaurant, it was a great evening cruise followed by some very good food. There was a little mix up, and a mix up to the mix up, we appreciate your patience, a lot of businesses are having a hard time keeping and or getting staff.

I am very sorry about having to make last minute cancellations due to the weather. I had spent hours planning that cruise, down to 150-mile gas stops for the older vettes. (my '74 can't go all that far) and rest stops for those that need them occasionally.

Andrea and I attended Corvettes on the Columbia this year. Our first time, and because the Mistress is still in the paint shop, we only took the '15. There were a lot of C7s, and well, when you sit between first and second place.... It was a great competition and camaraderie. This is a fantastic event. We enjoyed dinner with the Valenzuela's, and the Raaf's. Stan Czerniak's C8 did win an award, and considering that it rained the day before the event... One day he'll get Lambo doors.

Gary Hill purchased the new Public Address system, staying under the authorized amount. So we now have a new sound system.

Thanks for taking the lead on this Gary. I would like to remind many of you that we try very hard to keep our website <https://www.willamettevalleycorvettes.com/index.php/events> updated with events. You can also find meeting links to any online meetings as well.

I am posting what we are tracking for the remainder of the calendar year:

October

10/7 - General Membership Meeting - @ [Northwest Vintage Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303](#) - We will have the room set up with social distancing in mind. Conference number for audio only: (518) 418-1943 to join via computer (you do not need video to watch, and can also dial in if you wish.) <https://join.freeconferencecall.com/wvca>

10/09 or 10 Monthly Cruise: TBD Host: Need Host

10/20 Jacket Night: TBD Host: Need Host

10/30 Halloween Party - Taste of Hawaii, Stayton - Time TBD

November

11/4 - General Membership Meeting - @ [Northwest Vintage Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303](#) - We will have the room set up with social distancing in mind. Conference number for audio only: (518) 418-1943 to join via computer (you do not need video to watch, and can also dial in if you wish.) <https://join.freeconferencecall.com/wvca>

11/17 Jacket Night: TBD Host: Need Host

11/30 Halloween Party - Trexler Farms

December

12/2 - General Membership Meeting - @ [Northwest Vintage Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303](#) - We will have the room set up with social distancing in mind. Conference number for audio only: (518) 418-1943 to join via computer (you do not need video to watch, and can also dial in if you wish.) <https://join.freeconferencecall.com/wvca>

12/15 Jacket Night: TBD Host: Need Host

12/?? Christmas Dinner

As you can see, we still need hosts for Jacket Nights and Cruises. That's all I have this month.

Kelly

p/s: Update on Mistress. Still in paint. More body work than we thought.



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

President/Webmaster: Kelly Smothers

US Bank Controlling Party

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Member-at Large: Joe Peters

503-769-5620

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WVCA Meeting October 2021

Called to order:

6:30pm

Guests:

one couple and one gentleman- names unknown.

New Members:

None

Birthdays:

Linda Dental 10/1, Phyllis Martin 10/2, Dave Walery 10/22, Helen Outfleet 10/20, Pat Manrubia 10/20, Claryce King 10/27

Previous month's minutes:

Corrections or changes to the minutes- none

Motion to approve May 2021 Minutes. Motion to accept Julie 1st / Dave 2nd. None opposed. Minutes Accepted.

Treasurer's report:

September 2021

Total Balance in Checking \$5,109.60

No deposits or expenses.

Cash on hand \$209.00

Savings \$10,611.15

Interest: \$0.08

Total \$15,929.83

Motion to approve treasurer's report- Approved. Motion to accept Joe 1st/Pat 2nd. None opposed. Accepted.

MEETING MINUTES

Willamette Valley Corvette Association

OCTOBER 3RD 2021

President's report:

Jacket Night: September - Joe & Pat It was nice to see 30ish people at Jacket night.

Kelly has a bunch of name badges, and I have name tags. Please pay me after the meeting: \$9.00 each.

I have Iron On WVCA patches, \$20.00

Budget Committee - vote on budget as shared at last meeting. Budget is on the WVCA website for anyone to review. Motion to accept Brent 1st. Joe 2nd. None opposed. Accepted.

Constitution and Bylaw updates as printed in glass Sass. Joe 1st/Pat 2nd. Kelly- says there have been some suggestions since the last update. To make changes smoother those suggestions will be noted and will be part of the next update. it is much easier to make changes yearly than after 10 years. Kelly thanks those on the committee that helped make the updates.

Christmas Party; Julie coordinating. December 17th Julie asked that board to approve the \$1000.00 activities budget for the Christmas party. Board agrees to this. No Willamette Valley Country Club in Canby. The cost per person will be determined after \$1000 paid by WVCH. Bring a stuffed animal that can be donated to a charity. We will do a white elephant gift upto \$25. RSVP so Julie can get an accurate head count.

Andrea M. will help Julie with whatever she needs.

Vice President's report:

Coordinated by Brent- jacket night 99 bar and grill safeway south.

Halloween Party Oct 30th @ 4:00 at Taste of Hawaii \$15.00 plate. Costume not required but encouraged. The room rentals \$200 and Andrea M. Made a motion for the club to pay for the room rental. Joe seconded. None opposed. Motion passed. Please RSVP so a head count can go to the restaurant. No host bar.

Coordinated by Andrea M.: Club cruise this Saturday from Walery's leaving at 10am going to Georgies in Newport, rain or shine.

Need Coordinators for November and December Jacket Nights. With the understanding that these are busy months so we may adjust the date/time.

Cascade High School sent the club a message that read "Just wanted to say thank you on behalf of the girls and our community. You made the night so special for everyone and made life feel normal again. Thank you." The people who went said it was a lot of fun. There were 2 other requests but it was not enough time to coordinate the cars/people. Wayne really likes being able to go and support his alum and hopes we can continue for many more years.

Committee Reports:

High Desert Corvettes is planning their show for July 15-16 2022. We need to start working on our Car Show. 2023 Car Show Committee needs Volunteers.

Sponsorship Committee

Member at Large update:

At The October Fest it rained a lot but it was still lots of fun. One more SACCS meeting this year and then the next one won't be until February 2022

Bowling Green update: None

Tech time/Corvette news: None

Old business: Vote on new Constitution and by-laws.

Budget Committee - vote on budget

Nominations Committee - Brent Wilson is helping coordinate.

Nominees are as follows: President: Kelly Smothers Vice President: Shane Massey Accountant: Brent Wilson Secretary: Andrea Massey Member at Large: Joe Peters Historian: Steve Sims

High Desert Vet is planning their car show for July 15-16, 2022.

We need a representative for nwvcm. 3rd Thursday 2:00pm-4:00pm monthly. Wayne agreed to go for us.

New business or good of order: None

Trivia: What year corvette offered only two options

The 1953 Debut Only Had Two Options

What were the two options? However, the 1953 Corvette only offered two options – a heater and an AM radio.

50/50 Raffle: \$22.00 Winners are Chris & Sandra **adjourned** 7:20pm



VIEW FROM THE DRIVER'S SEAT

By: Paul Ennor

Hey people, I'm almost out of WVCA history to write about. So, this month I'll take a detour and offer my opinion on Corvette cockpit design over the years. Something

that you may not know about me is that I have never owned or even driven any Corvette other than my two C3 models with one exception. I did drive '65 coup in a parade once when my best friend and I traded Vettes so he could drive my '73 roadster and get to chauffeur a princess in a roadster.

A week or so ago I had the opportunity to sit in a new C8 at Cap Chev while I was waiting for our Camaro to come out of service with a new battery and fresh oil. To say I was overwhelmed by the view from the driver's seat is an understatement. Talk about a generation gap. I don't even know where I'd start to drive that C8. Sure, my C3's have plenty of gauges, buttons, levers and push-pull thingy's but somehow my old brain has memorized them well enough that I can operate everything in the dark. I might need a full-on class session to even get the C8 started.

The view from the driver's seat is how the average driver will experience his or her car. Almost more than anything else the cockpit layout will influence how we eventually feel about our car. With that in mind let's look at the evolution of the dash layout of the Corvette throughout its life.

C1 – 1953-57 - In the beginning



What a classic simple elegant design. Everything is right there. The speedometer is front and center but with just one huge useless red idiot plopped right in the center

that says "Break" and the Tachometer dumped in the middle of the dash below the radio like it was almost an afterthought. But what the heck it was six banger whose revs really didn't need to be monitored anyway. But gee, this dash looks cool even today. I could sit there top down at the drive-in

movie and be so happy you'd never wipe the silly grin off my face.

C1 – 1958-62 – A Classic Refined



GM designers got serious about refining the interior of the Corvette in 1958. Now that a 283 V8 was

living under the hood a prominent tachometer was more important and the tach replaced the dumb brake light in the center of the instrument cluster. Now the driver could easily monitor not only his speed but the engine speed as well with a quick glance. The radio remained centered high along with heater controls and a clock. I guess a clock seemed like a wonderful idea in the 50's but Chevy never managed to get a dashboard clock to function past 2-years until they went digital decades later. But the large clock did fill in space that would have otherwise been blank. Too bad they never figured out how to keep those clocks running. They featured electric winding of a mechanical spring and mechanical works. Let's see... Delicate mechanical clock works in a sports car that road like a stage coach with lots of dirt, heat and cold daily. Wonder why they kept using those clocks for so long? But, the 58-62 interior was good looking with just enough well-placed gauges and controls to make sitting in the drivers seat an experience all its own. I love view from this driver's seat through that curved windshield.

C2 – 1963-67 - A short lived and functional



The C2 Corvette epitomized the height of the Harley Earl influence in in Corvette design.

Never mind the awesome exterior lines, refined chassis, and the huge number of engine transmission options offered in the C2 Corvettes. We're just looking at the cockpit

layout in this article. Look at that dash board. A large tach and speedometer are front and center for the driver. Along with fuel, oil pressure and amp gauge everything the driver needs is right there easily viewed through the teak steering wheel. And, oh that clock. It got bigger and more prominent but still didn't work worth beans for more than 6-months but it got top billing in the center console pushing the radio down lower and forcing the designers to make the radio dial vertical. Along with heater controls, clock and radio that center upper console layout was my least favorite part of the C2 interior but it was functional and looked pretty good. A large glove box on the passenger side was a useful new addition. Probably needed more because the trunk disappeared in 1963 so a bit more storage was welcome.

C3 – 1968-77 – My personal favorite



I bought my first Corvette in 1973 and as much as anything else this cockpit is the feature that sold me on buying that '73. I'll admit it, I'm prejudiced toward this layout. As far as I'm concerned, it's far and away the best dashboard layout Corvette ever designed. A huge analog Speedometer and tachometer are sunk deep, front and center, easily viewed through the fully adjustable tilt telescoping wheel. All the less necessary gauges are in the center stack including the still almost never functional clock but at least the clock is out to the side and not distracting. The radio is at the bottom of the stack right where the driver can operate it by barely moving his/her right hand off of the gear shift lever. Heater controls are equally accessible

right between the shift lever and radio and they are simple. Just a fan switch and two rotating recessed roller wheels. And perhaps my favorite feature; in the era before intermittent windshield wipers, the wiper control switch is right above the instruments and easy to turn on an off almost without removing one's hand from the wheel. My least favorite is no glove box, just those map pockets which tend to collect all sorts of junk papers out in plain sight.

C3 – 1978-82 – Chevy messed up perfection



This sure looks like the early C3 layout, doesn't it? But it's not! The basic huge tach and speedometer remain front and center, great. The gauges, squared off slightly and radio remain in the enter stack, OK. But those heater controls. GM reached into their 1970's parts bin and put awful hard to read difficult to operate delicate plastic lever operated HVAC controls just above the prominent ash tray door. Worse, they moved the windshield wiper switch way to the left above the headlight switch in the most awkward location they could find. It's a good thing the 82 at least has intermittent wipers because trying to locate and operate the wipers in the rain on a dark night is almost impossible. By 1982 the glove box came back. Thank you!

But the late 1980's GM electronics were problematic with reliably issues with everything from the power antenna, radio, and computer. At least the mechanical clock was finally gone, by 1982 the clock function was given to the radio display and the gauge hole previously occupied by the clock was filled with an oil temp gauge. I own an 82. It's not my favorite cockpit to sit in. It's all cheap plastic. Oh, it's functional enough but with the aforementioned shortcomings I wish Chevy had left well enough alone and kept the 68-77 design.

C4 – 1984-89 – Chevy tries to go digital



These are just my opinions, remember! So, no offense to any owners of these early C4 Corvettes. Chevy and the rest of GM decided that the future was digital in 1983 although they didn't even sell any '83 Vettes. Meanwhile the engineers got busy replacing functional and easy to read analog gauges with flat LED displays buried in even cheaper plastic bezels for everything starting with the 84-model year. What a disaster. Not only were these displays hard to read when the sun shined on them. Roof panels come off remember.

The layout was confusing and hap hazard. A bar graph accompanied the digital speedometer and tach. One or the other would have sufficed but GM though both looked cool I guess. Worst of all, the dash was unreliable and prone to electrical failure just after the factory warrantee expired. Some owners incurred multi-hundred-dollar repair bills to either have their digital cluster rebuilt or replaced. I wonder how many 84-86 Corvettes ended up either parked in a barn or sold for scrap just because of that terrible dash?

C4 – 1990-96 – Corvette Gets it’s Act Together



Chevy had to do something. The early C4 dash boards and cockpit layout were so bad sales were slumping. And boy did they hit one out of the park in 1990. Analog looking gauges came back for the important functions like speedometer and Tachometer and they were placed right where they need to be, front and center viewable through the steering

wheel. A digital speed display centered between the speed-o and tach gave good readable information without a lot of visual searching. The analog clock was finally buried for good never to return we can hope. Heater and AC controls and “infotainment” as radios are now call all lived in the center upper console area. The glove box returned! All dash board information and controls were now completely centered on the driver where they needed to be.

C5 – 1997-2004 – The 21st Century



Gone were the LCD display gauges. Chevy finally learned that their customers wanted needles that indicated precisely the speed, temperature fuel level, engine revs, etc. All the gauges were placed in front of the driver where they could be seen quickly and they were all analog. Analog is just easier for the mind to interpret at a quick glance. And a quick glance is about all the time a human has to read make any needed decision and act without being distracted when driving at high speed. Then as a final measure, GM added two rows of extra buttons on either side of the instrument display with various necessary and unnecessary functions to add at least some potential distraction so the driver wouldn’t get

bored. The trunk returned for the first time since 1962.

C6 – All Modern Design -2005-2014



The basic center cluster layout wasn’t much different from the C5 Corvette. Speedometer and tachometer still sat front and center where they belonged flanked by fuel and engine health gauges, all analog for easy reading. The Infotainment system remained in the upper center console along with navigation and HVAC controls. Other controls were moved to buttons on the steering wheel which meant that it was getting fatter and a little more difficult to see around. Other various auxiliary control functions migrated to the console and driver’s door. The row of computer function buttons stayed left and right of the center instrument cluster. All-in-all the C6 interior and drivers cockpit was a nice seamless evolution from the C5.

C7 – 2014-2019 – The Air Force Would Be Proud



Remember, this is “my opinion article”: With the introduction of the C6 Corvette in 2014 the cockpit of the Vette had become completely driver-centric. A guy is not going to sit in the driver’s seat of a C6 Vette with his arm around his lady. Heck, the driver and passenger are do far removed from one another that only the driver can change the radio station. The C6 is a driver’s car. The driver almost wares the car. He/she has everything at their finger-

tip. The speedometer is the most prominent display. It's a simulated analog but digital LED display as is every other gauge function controlled and selected from buttons on the massive steering wheel. Navigation, infotainment, HVAC, ride control and countless other functions are located in the center console or here-and-there on the dash or driver's door. In essence the driver is wearing this car not sitting in it. The passenger does have a glove box and window switch but that's about it.

C8 – The future has Arrived



The evolution of the Corvette cockpit is complete. At least until an all-electric Vette comes along. I'm at a loss for words. I sat in but have not driven one of these. My first impression was one of being overwhelmed. It's beautiful to look at and comfortable to sit in. The square steering wheel felt oddly strange and big to my old hands. The center instrument cluster is all digital just like Chevy tried and failed at in 1984. There's a big iPad hung where the radio and HVAC controls felt like they should be. I felt oddly alone and isolated from a potential passenger. I wondered if I'd ever be able to control the heater and AC with the long string of buttons on top of the

levy that separated me from the passenger compartment. I might get used to it but I don't know if I'd ever "like" it. Well at least there are two trunks and no mechanical clock, ha-ha.





Mid Engine Monthly Update: Latest Stingray & Z06 News

John Elegant

As we get ready for the Z06's October 26th reveal, GM has yet to share where it will be but pre-reveal discussion fever among many is already hot. This newsletter is generally "divided" into two parts, with Z06 info up first and Stingray information following. Or perhaps you are so Corvette addicted that you want to learn more about both?

Is the following Z06 darn close to what we will be seeing at the 10/26 Z06 reveal? Let's just say that a highly reliable source moved our thinking to the specifics of the Z06's reveal, that it will have both C8.R's and one Amplify Orange Z06 and one Red Mist. Here thanks to artist Peter-Chilelli is one of his Z06 renderings.



Many are hoping that the Z06 HTC convertible which was separately captured driving around the Ohio countryside with its top down on a Z07 version will be one of the two Z06's on the reveal stage, but the following historical review thread shows us of how in the last 10+ years GM always has ALWAYS delayed introducing every convertible/HTC behind the coupe version. So if history is our guide, it is highly probable that the the HTC will be re-

vealed later, e.g., during winter or early spring? The follow up question is whether the Z06 HTC's production will be delayed behind the Z06 coupe, for it is certainly possible that while the Z06's HTC is delayed revealed, that they could start down the assembly line the same day. Here's that specific historical information that results in many saying the Z06 alone, without a HTC version, will be revealed on October 26th: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/296681-z06-reveal-but-no-htc>

A related 10.26.21 question is where will the reveal be? We do not know (at least when this was written); what we do know is that Harlan has said it will be available on line for all who wish.

How many Z06 versions will there be? Conventional wisdom is that there would be two Z06 versions just like the C7, e.g., with its entry and its Z06/Z07, though it looks like a spy videographer found a C8 Z06 without even a tiny rear deck spoiler, and instead with a totally flat rear deck. Is this the new entry one, and thus would there be 3 different Z06 versions: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/311934-3rd-version-z06-captured>

Depending on when you are reading this, the number of days until the Z06's reveal will be between 1 and 28. If you wish a countdown clock to the nearest second: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/307537-countdown-clock-to-z06-reveal>

Interesting in learning as much about the Z06 as you can before the reveal? One question being discussed is, is its OEM wheel gap less than for the Stingray? Many would prefer that: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/312406-does-the-z06-have-less-wheel-gap>

One last thing for those who are trying to glean every morsel they can about the Z06 before its reveal, is this focusing on the all important rear fascia of the Z06; specifically is it different from the "Stingrays"
<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/310663-add'l-z06-rear-fascia-differences>

Nice, there was fairly recently one more award for the C8:
<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/311578-c8-stingray-tops-in-it's-class-in-jd-power-apeal-study>

GM successfully ended the 2021 production year making 26,216 Stingrays. Here are the major breakdown statistics: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/311199-2021-final-stingray-production-specs>
Here thanks to "Zipity," is a 2022 C8.R Special Editions pic taken within Ciocca's showroom



The 2022 model year Stingray Build and Price is now here: <https://www.chevrolet.com/performance/corvette/build-and-price/config>

For those wishing to visualize different versions of the 2022's, including its different colors: <https://visualizer.chevrolet.com/ui/2022corvette/8e7370be>

Nicely we have just been told that the 2022 Owner's Manual has just become available here: <https://my.chevrolet.com/content/dam/gmownercenter/gmna/dynamic/manuals/2022/chevrolet/corvette/2022-chevrolet-corvette-owners-manual.pdf>

There is a fun Corvette commercial now available on YouTube entitled, "Driving The Human Legacy," in which we see a gorgeous, big block 1967 and later a C8 interplay. I'll be it makes you smile @ https://youtu.be/OXqr_IBDY4g.

As summer for many is ending and fall beginning, we hope that those of you who will be facing less driving of your Corvette during your winter, you still get a bunch of October driving blast days! Perhaps and hopefully we who are in the northern half of the country even get a whole gaggle more sunny and dry days in November. Wherever you live, may your driving bring miles of safer Corvette smiles! John



Stan has new shoes!!!



Ixtapa Jacket Night:

Lot s of cars and a good ride for one of the last nice weath-er cruises. Maybe one day we will be able to get the whole Club to go on a nice cruise to-gether for a photo shoot and dinner..

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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