



**CORVETTES**  
Salem, Oregon

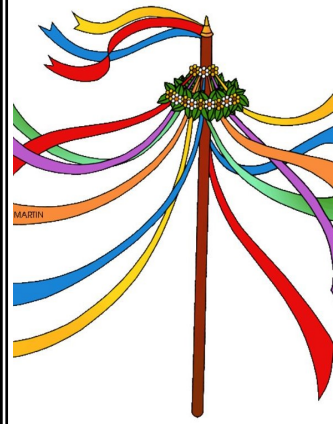
# GLASS SASS

VOLUME 45, ISSUE 5 MAY 2022



WVCA President  
Kelly Smothers

Pres. Msg	Cover, 4
Minutes	2-5
Paul Article	6-7
Mid-Engine Forum	8-9
Kent Article	10



**G**reetings Veters: Planning for the future.

For the last two months I've been 'selling' the annual President's Run. The date is 22-24 July, 2022. We currently have 20 people going, and a couple folks that have told me they 'should' be able to go, but don't have reservations. This event is a Friday/Saturday night. Drive home on your own Sunday. Once we are about 30 days out I will set up dinner reservations for Saturday night. But I'm sure we can find some trouble to get into Friday night as well.

At this month's club meeting my Car Show Committee Report included a lot of information. Bottom line, we sought and gained approval to move forward to continue to obligate funds towards the event. June 17th, 2023 has been chosen as the date, and Russ Strohmeier, DJ extraordinaire, will be keeping folks informed during the show. Our *Glass on the Grass 55th Anniversary Bash*" is going to be a huge event.

Last month I proposed two sites that have potential and received quite a bit of feedback on where we should hold our event, but no decision was made at the May Membership meeting. There will be further discussion and a vote at our June Meeting. The room Thursday night was seemingly split between the two alternatives. Sun Rise Park in Sublimity, vs The Salem Riverfront Park.

As for more information regarding the effort of your Car Show Committee, here is the report as read.

### Car Show Committee - Glass on the Grass 55th Anniversary Bash

22 People have signed up to support, and we had our first meeting on 19 April, six people met on the video chat and we discussed for about an hour and half.

**Information Covered:** Committee filled and open positions - so you know the rule, if you weren't there, you were probably volunteered.

Last night we covered these agenda items:

**Event Date:** 17 June, only day Russ Strohmeier was available to DJ.

Kelly met with City of Salem and City of Salem Police Department and City of Sublimity on site location

Kelly met with CarShowPro owner on online registration and Car Show management software.

Kelly met with two local Port a Potty companies for budget numbers. Committee discussed overall show management to include: show parking, vendors, port a potties, awards/judging, trophies, dash plaques, supplies Public Relations Photos Raffle T-shirts, Signage/sponsor signs, parking flags, Charity / Communities of Practice.

We talked about the club tent/canopy as our administrative area. (CONT ON P 7)

**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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US Bank Controlling Party

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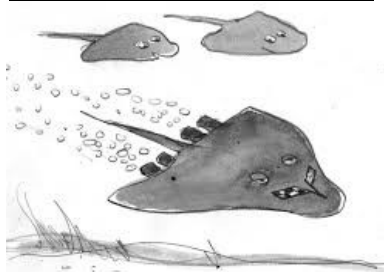
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**Member-at Large: Joe Peters**

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"Cool. A Corvette stingray."

# Meeting Minutes

## Willamette Valley Corvette Association

MAY 5TH 2022

WVCA Meeting May 2022

Called to order:

6:30pm

Guests:

Sid Wells - From Roseburg has a C6

Rock Carlyle has a C7 long beach red

Julie's sister-in-law came as a guest

**New Members:**

Brad and Kristy Voted in, all in favor

Birthdays:

Rob Louthan 5/2

Brent Wilson 5/8

Bob Koenig 5/11

Paul Ennor 5/15

Pat Manrubia 5/24

Larry King 5/27

Previous months minutes:

Approved minutes as distributed in the Glass Sass.

TREASURER'S REPORT FOR May 2022 GENERAL MEETING:

May Beginning Balance in Checking	\$ 4,969.95
Cash on hand	\$ 226.50
Savings	\$ 10,611.83
<b>Total</b>	<b>\$ 15,808.28</b>

Motion to accept Joe Peters & Larry Raff. 1st & 2nd All in favor. None opposed. Approved.

**President's report:**

Some of Kathy Raff's paintings have made their way to the halls of the Pentagon.

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**Vice President's report:**

18 of May Jacket night is hosted by the Massey's. Meet at SE Home Depot to leave at 5:45 and cruise to Outback SteakHouse in Keizer.

14 or 15 May Need a May cruise coordinator.

June Jacket night needs coordinator

11-12 June Sisters, Prineville, Painted Hills, John Day. More details to come. Many museums to see while there. Stay at Best Western Saturday night. Take John Day Hwy home back thru Prineville and sisters.

5 May Cascade Car Show - Cascade High School

WVCA website for even more events. Car events start hoppin' in June.

**COMMITTEES REPORTS:**

SACC Report Starting June the 1st and 3rd Wednesday at 5:00pm at A&W for a show and shine organized by Stromeyer. Any car or motorcycle of any age and degree of repair.

Friday nights at Racht Brewery at 6:00 Silver Flywheels meets.

Willamette Valley Street Rods is going to the Brothers Museum on May 17th. Reach out to Kelley if you want to go. Car people only, no one under the age of 15.

Bowling Green Update. The birthday bash was last weekend.

2024 is the Corvette Caravan if anyone is interested.

**Car Show Committee.**

Glass on the Grass 55th Birthday Bash.

19 April was the first Car Show Committee meeting.

12 May @6:30 is the next meeting. Please join.

June 17, 2023 is the only weekend Stromeyer is available to DJ the Car Show. Motion made Kelly/Wayne 1st/2nd and was voted unanimously to have the car show on June 17th, 2023.

We need to focus on sponsors for the club in general but also for the car show.

There is an application called Car Show Pro. This makes the judging all automated and registration and dash plaques all thru the app. Kelly talked to the creator of the app and gave the idea to add the option to add a t-shirt or memorabilia to the registration order. So this functionality will be available for our show.

We talked about Charity at the committee meeting. Talk to Andrea M. if you want to be part of this.

Web design and marketing- Talk to Jason if you want to help with this. Will try to use something like Mail Chimp to send out targeted emails.

Parking- Talk to Joe and Shane if you want to help with this.

Kelly wants to reach out to other Corvette club presidents to help judge. Photos- Gary, Stephan, Buzz looking to everyone to help with this.

**Venue Cost: Salem vs Sublimity**

<b>Salem Riverfront Park North Meadow</b>	<b>\$600</b>	In 2019 it was \$1400: need to revisit
Processing Fee	\$61	
Siund Permit	\$200	
Irrigat ion discovery	\$60	
Vendor Permit	\$150	
Additional Insurance-Crossroads Liberty	\$500	If COS will not accept coverage, Submit to City of Salem
City of Salem Police Request		Salem will cover normal patrols
<b>Subtotal:</b>	<b>\$1571</b>	

**Admin Items**

Operations Tent		Sandra Has Tent
Truck/Trailer Rental	\$150	30 day/.79/mile Walery's Box Truck
3 Port-a-Potties-1 ADA/Handwash Station	\$1000	Same day pickup and delivery
DJ	\$500	
Direct Mailing	\$200	
<b>Subtotal</b>	<b>\$1850</b>	

**Other Items:**

T shir ts w/logo	\$5000	
T rophies	\$1000	
2x3" Dash Plaque (300)	\$300	
Registration Supplies	\$800	
<b>Subtotal</b>	<b>\$7100</b>	
<b>Show'N Shine total (SALEM)</b>	<b>\$10,521</b>	

**Misc:** pop-up tent for registration, Generators?, Printer for registration/Dashcard and T-shirt s with prominent Cap Chev logo on front and our 55th logo on back

**Sublimity Sunrise Park**

<b>Sublimity Sunrise Park</b>	<b>\$100</b>	542 NE Berry St ., Sublimity OR 97385
Garbage		
<b>Subtotal</b>	<b>\$100</b>	

**Admin It ems**

Operations Tent		Sandra Has Tent
Truck/Trailer Rental	\$150	30 day/.79/mile Walery's Box Truck
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**Other Items:**

T shirts w/logo	\$5000
T rophies	\$1000
2x3" Dash Plaque (300)	\$300
Registration Supplies	\$800
Subtotal	\$7100

**Show'N Shine  
total  
(SUBLIMITY)  
\$9050**



Motion to approve the full budget amount for 2023 Glass on the Grass 55th Birthday Bash. Seconded and approved unanimously.

The location will be voted on at the June meeting. A decision must be made at the next meeting so

we have time to rent whichever location we choose.

**Old business:** None

**New business or good of order:** None

**Tech Time:**

Kelly S. is still planning on doing a tech day at their shop sometime this summer.

**Trivia:**

Roger put these together.

How did GM determine how to market the Corvette?

They put a reel to reel recording device and put it inside the car and listened to what people said about the car as they viewed it.

**50/50 Raffle:**

Pat & Shane won \$25.00 each, \$50.00 to the club.

**Adjourned**

7:40pm





**CORVETTE GETS ZAPPED!**  
*“May you live in interesting times” – Confucius*

**By Paul Ennor**

This article began to form as an outline in my head in early-April when I was sure that I was going to be writing an article laying out my thoughts on the future of the Corvette in decades to come. Little did I know that I was way behind the 8-ball and that GM was light years ahead of me. I’ve now erased my original few paragraphs after Chevrolet’s announcements of April 25<sup>th</sup> made my pathetic attempts at predicting the future look totally obsolete and silly. You see, “I was going to write about how by the end of the 2020’s Chevy might turn the Corvette into a fully electric sports car. Oh well, so I missed by a few years. It looks like that electric Vette will be coming in about 2023 to 2024. I’m sure that there are as many opinions about GM’s electrification of the Corvette as there are Corvette hobbyists.

Sixty Nine years ago, Chevy gave birth to what would become and remain the most iconic and longest lasting sports car in American history, the Corvette.

It wasn’t an immediate success. They were hand built and Chevy only managed to crank out 300 models that first year. Those first Vettes were a crude cobbled together semi-production version of the Harley Earl Motorama car.

It was a hand assembled fiberglass body mounted on a shortened 1953 Chevy sedan frame and running gear. A soft top, no roll-up windows, nothing sophisticated at all. The engine was just a 235ci straight six borrowed from the rest of the Chevy passenger car line with only some chrome and side draft carburetors added mostly for looks. And the power was sent to the rear wheels through a 2-speed power glide automatic transmission.

Chevy didn’t even have a V8 engine to work with until 1955. As excited as the public was about the original Motorama Vette, that enthusiasm didn’t transfer through to the show room. Chevy struggled to sell 300 1953 models. The 1954 version arrived with no changes except for a few new color options. Chevy moved into full scale but limited production in 1954 churning out 3640 Corvettes.

But few customers were flocking to buy Chevy’s plastic sports car powered with a six-cylinder engine. The Corvette probably should have died as an infant at the end of 1954. But two things saved it. First; Chevy’s all new small block V8 engine was making its debut and Chevy was stuffing it in every 1955 model from sedans and trucks AND the Corvette. I

n spite of its dated body Zora Duntov finally got a performance engine of sorts for his baby and offered a 3-speed manual transmission too. Second; Ford brought out the

V8 powered Thunderbird with niceties like a roll up windows and a removable hard top in 1955. It out-sold the Vette by factors of hundreds and Chevy couldn’t let Ford beat them in this segment so the Corvette survived if only barely.

The venerable six was still available in ‘55 for those who still wanted it. So rather than withering on the vine the Corvette began what would become 68-years of V8 gasoline powered performance in hopes of keeping Ford at bay. Ford didn’t realize what they had and soon turned the T-Bird into a sedan and got out of the sports car market all together. But Chevy soldered on with one improvement after another. Many in the engine compartment. The little mouse motor 265ci small block grew in displacement. The Mark IV big block came and went growing to 454ci displacement before government smog and safety regulations made such huge heavy gas guzzling engines unattractive.

In the 90’s a new generation of Chevy V8’s was introduced and the Corvette gasoline engine development kept innovating all the way up to today’s 5.5-liter V8 screamer in the current C8. It looks like things are about to change. GM has announced that by 2035 all General Motors cars will become fully electric and internal combustion engines will be fading away. On April 26<sup>th</sup> Chevy dropped a bomb shell on the Corvette world. They announced that by 2023 or 24 there would be a hybrid gas/electric C8. It appears that it will be an all wheel drive car, with the V8 continuing to drive the rear wheels and electric motors powering the front wheels.

Oh, but “they” went further to say that “soon” after this hibid the Corvette will go fully electric! Speculation is that as soon as 2024 a fully electric E-Ray might show up for sale as a new C9 Corvette model. Possibly built and offered along side the last of the C8’s. If true this switch could make the C8 generation the shortest lived generation of Corvettes since the C2’s. This could sort of be “dejavue all over again”. Remenisant of 1955 when the Corvette went to V8 power but retained the six at the same time. As the heading for this article mentioned the old Chinese curse, “May you live in interesting times”. We’re there. These are indeed interesting times in the Corvette world.

Speculation is running wild about exactly what the next generation electric Corvette might look like. We can be sure that the hybrid gas/electric 24 model will be basically a C8 body. GM already put out a video of the hybrid car in camo accelerating on snow and spinning the front wheels.

But when it comes to a new C9? Well, that’s a whole different story. The fully electric Vette will sit on the new GM Ultiman chassis. That will leave the designers full freedom to design a whole new Corvette body without worrying about working around a big gasoline engine or gas tank. One thing is for sure; the engine will look totally different. It’s technically not an engine. It’s a motor. I won’t try to define the difference here.

Go Google “C9 Corvette” and see some of the renderings that artists are coming up with. Just imagine what the designers can do when all they have to do is put an all new Corvette body on this flat basic chassis.

One thing’s for sure though. Post 2024 the days of stopping at a gas station to fill up with five-dollar fuel will be over for those lucky and/or rich enough to afford a new Electric Corvette.

I know that there will be a lot of diverse opinions on the pending transformations coming. You folks know me. I’ve been as stuck in the past as anyone. I own two C3’s and the newest Corvette I’ve ever driven is an ’82. I can still rebuild a Quadrajet carburetor myself. I suspect that you would assume that I’m going to be 100% on the side of the internal combustion engine crowd. But you’d be wrong!

I’m absolutely excited about the pending electrification of the Corvette. I’d love to experience the instant torque, zero to 60 acceleration in 2+ seconds. I relish the thought of shredding my gas credit cards and never again paying \$5+/gal for fuel.

I really look forward to being able to plug my Vette into a charging cable in my own garage and walking out to a Vette fully fueled-up and ready to drive. Sure, I’ll be left with a tool box full of SAE wrenches and other useless tools like piston ring compressors. But “oh well”. I like to display antiques too. It would be fun to tell young people what a valve spring compressor was used for and show them what it looked like.



The GM Ultium chassis that will underpin all future GM electric vehicles including the next generation Corvette. Oh probably with different tires . Notice the battery in the floor and electric motors at both ends.

**Now, just for the sake of comparison:**

The 1953 Corvette engine. Six Cyl Gas



(CONT FROM COVER PAGE)

I went over the work I have already started to propose a budget to our board (of which we were all present).

- ◆ List of Local Corvette Clubs - 30
- ◆ List of potential food Trucks
- ◆ List of potential vendors
- ◆ List of potential sponsors
- ◆ Sponsorship program overview and pricing structure
- ◆ Public Relations campaign and local news outlets, Online outlets and other clubs within commuting distance.
- ◆ Discussed the proposed budget that I presented to the club at our May meeting.
- ◆ Next meeting May 12th at 6:30PM - Location TBD - attempting NWC&MM

N2TRBL has been put back together minus the wheel well covers. I’m putting on all new ones vs trying to paint and repair the old ones. I am practicing with them, as painting on plastic has been very interesting and worthy of learning.

I did have the car ready to drive during the Cherry Blossom Run, and I let my son and his girlfriend take it for the day. I drove the new to me ‘74 coupe, that ran fine, then started smoking, and then ran fine again. Ha. Now to keep trying to fix those rings. I’m sure I got some looks, but hey, \$1500 was hard to pass up.

A little shorter this month, but I really don’t know where April went and we are halfway through May.

*#SaveTheWave, Kelly*





## Mid Engine Monthly Update: Latest Corvette News

**B**etween driving from the West Coast to Bowling Green, Kentucky to attend the annual National Corvette Museum Bash, sorry but this newsletter is different from past ones. Instead since it is being sent halfway through the Bash event, only the following new C8 mid engine Stingray and Z06 models is yet available as follows.

If you missed last week's news, Bowling Green was again shut down (April 25th-29th) due to supply chain issues; it is currently, per a GM spokesperson, is currently scheduled to reopen on Monday, May 2nd — but no promises were made for that date. Also interesting to note was that the worldwide computer chip shortages was NOT the cause of this latest BGA time out. Specific here: <https://www.detroitnews.com/story/business/autos/general-motors/2022/04/22/gm-halting-corvette-production-temporary-parts-shortage/7411307001/>

Highly probable as a result, the start of 2023 Stingrays has consequently been pushed back to Monday, May 23rd. We await confirmation of it and are also waiting for the GM 2023 Stingray “Build & Price” system to be available.

Of course separately we await a ton of Z06 information for nothing is yet GM official as to a single, precise Z06 date (none were provided during the National Corvette Museum Bash), and thus we do not yet know the Z06's MSRP, nor anything about Z06 timing, allocations, SORP (start of regular production), nor delivery. All that we have today is two things about Z06 timing that are official GM statements:

Z06 ordering will start in late spring; I have interpreted that as it is perhaps likely as the last Thursday in spring is June 16th, that that is the day for the first batch of Z06 ordered to go in — then in the next six days to be “GM accepted for production. More as to why June 16th is the expected date: <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/368977-65-days-until-1st-z06-dosp-ordering-day>

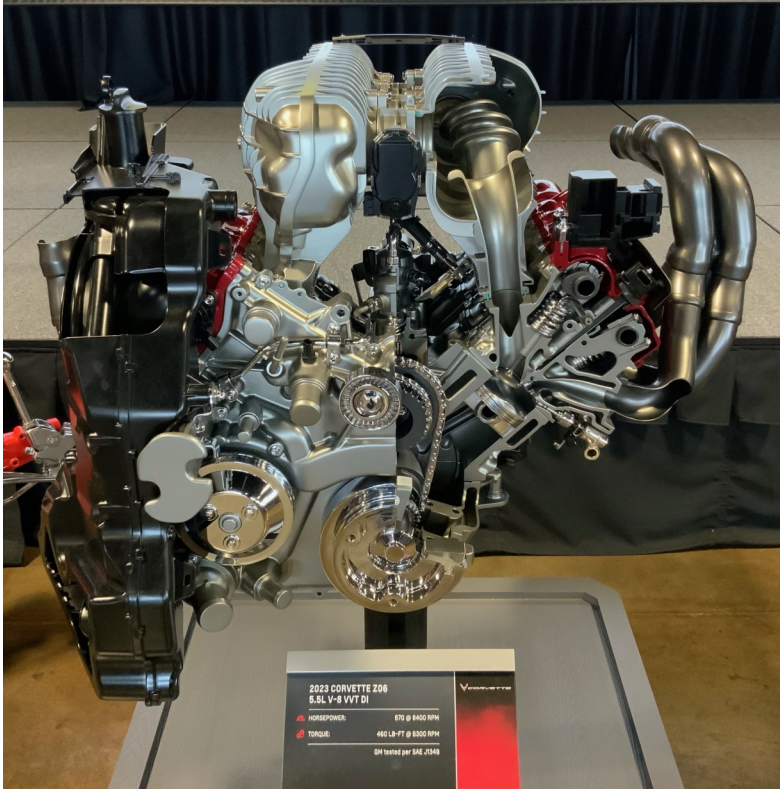


“Available Summer 2022” for the C8 Z06 was stated by Tadge at the Z06's October 26, 2021 reveal. That predictive date was on the official GM C8 Z06 web that morning. As of when I typed this the last days of April, it still says “Available Summer 2022.” We wish for lots more from GM soonest including of course most critical is pricing and its official GM Order Guide.



At the National Corvette Museum, Bash the first captured test fleet 70th Anniversary Stingrays, of course were there, both the White Perl Metallic version and the other color 70th option being “Carbon Flash.”

Here is the thread with the most precise Z06 and 70th Anniversary information/pictures we yet have. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/372762-ncm-bash-master-thread>



It was a fun event, attended by over 1,000 Corvette lovers with over 40 Corvette team staff from both Michigan and also the BGA plant present . Key Corvette team staff here (again this article is being typed on just day 1 of the 3 day event), Josh Holder (Chief Corvette Engineer) Harlan Charles (Corvette and Camaro Chevrolet Corvette & Camaro Product Marketing Manager), Kelly Bellore (Program Manager), Kirk Bennion (Corvette Chief Designer), Phil Zak (Executive Design Director), Ed Moss (Body & Structures Engineering Group Manager), Mike Hurley (Vehicle Performance Engineer), Ryan Vaughan (Design Director), Katelyn Crane (Chassis Group Leader), Jeff Strausser (Brand Quality Manager) — and from the LT6 “motoring side” there was Jordan Lee, Worldwide Small Block Chief Engineer.

Separately Mike Kociba, a major project Engineer on the LT2, conducted a separate seminar exclusively on the Stingray’s motor.

Jordan Lee’s LT6 Seminar: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/373203-lt6-seminar-lead-by-jordan-lee>

Mike Kociba’s LT2 Seminar: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/373167-lt2-seminar-by-mike-kociba-small-block-assistant-chief-engineer>

The Bowling Green Assembly Plant had about 25 of their staff there, lead by Assistant Plant Director, Nora Roper. Nora gave an excellent Bowling Green Assembly Plant status presentation — including many details on building a LT6: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/373363-building-a-lt6-within-the-powertrain-build-center>

There were also two very important upcoming seminars; first the Mobil 1 Tech Talk lead by Cameron Bower, and then the Lee Willard let Michelin Tire Tech Talk covering “C8 Z06/Z07 Tires and CorvetteRacing.” Each was also highly attended.

Now that spring is here, here’s to many miles of Corvette driving smiles to you.



## ***C-5 CORNER BY KENT MUHLE***

Last month I talked about some common problems with C5's, and I realized I just scratched the surface. Your fuel gauge is going to someday read empty for no reason (use Sea-foam in your tank every month or so to prevent it), your A/C compressor is going to split in half at some point, your harmonic balancer will self-destruct one day (at idle inspect it every month for "wobble"), and all your idler pulleys and tensioners will start chirping at you. Every car has it's issues, so just make your piece with it and move on.

If you're not a performance type driver there isn't any reason to make more power or add anything to the suspension or brakes. If you are a performance type driver, the best upgrade to your ride is to take some driving courses. You'd be amazed at how much you don't know about car control. Let a pro drive your C5 and you won't believe how much faster your car is than you. I'll say it a different way. 95% of Corvette owners will never use 75% of their cars potential. Learn how to drive and you may just want to keep your beast bone stock!

If ya need more, start with the basics. For most street driving you can't do much better than the factory tires, and the difference on an autocross course between run-flats and non run-flats is maybe a 10<sup>th</sup> of a second at best. Most Corvette owners will do best with an all season tire. I prefer the Michelin Pilot Super Sport ZP.s (Zero Pressure), and I replace them every 2 years. I get 14,000 miles out of a set and they still look good, but are down to the less sticky rubber and the old Amishvette gets a little squirrely at that point. I use the ZP's (run flats) but am switching to the non run-flats next time cuz I'm going with a larger size that isn't offered in the ZP version. The Super Sports are a summer only tire, but I've used 6 sets so far without any problems in the winter and they are great in the rain. Make sure you have proper air pressure (I use 32 cold in the front and 34 cold in the rear), and when you've seen the pressure raise 2 lbs on your DIC they are warm enough to play. By the way, The Amishvette has stock C6 Wheels and tires on it currently, but my next set will increase to 255 40 18 in the front and 305 35 19 on the rear. Without a good, fresh set of performance tires no amount of suspension tweaking, brake upgrades or extra power will help you.

Brakes are next, and if you only drive on the street and don't do repeated stops from 120mph + the stock system is plenty good! If you can jump on the brakes and activate your ABS bigger brakes won't do anything more for you except cost you money and add rotating weight. Bigger brakes dissipate heat better if you are racing, but unless you have slicks or MUCH wider and stickier street tires than stock they don't do anything but give you bragging rights in a parking lot. If you need more, or need brakes for a specific purpose, your choices are endless. I've been using Hawk rotors and HPS pads with great success. Get slotted rotors, or slotted/dimpled rotors, but stay away from cross-drilled rotors as they are prone to cracking. While you're at it, replace your rubber lines with braided steel (\$125 ish) and use a premium brake fluid. If your main goal is to keep dust down, I can't help you. If you want to stop quickly even when the brakes are cold (sorry carbon fans, they just don't heat up quickly enough for autocross), you're gonna get dust. That's just the way it is. New rotors and pads run me around \$700 and I replace them every 2 years. I have never had any fade, but to be fair only ran 10 laps at a time at PIR. If my goal was to go road racing, I'd get bigger brakes. Not for stopping power, but for cooling. While yer at the wheel end of things, make sure your wheel hubs are in good shape. They are around \$100 each, and I replace mine every 50,000 miles.

Next month we'll get into suspension upgrades...

### ***Disclaimer***

*C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places to get parts, but you should do your own research before attempting the changes I suggest. Your mileage may vary as they say, and not all recommendations I will make will work for everyone's style of driving. If you have any questions or need any help feel free to contact me. Modify at your own risk, and have fun.*



## 2022-23 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**

**Willamette Valley Corvette Association  
P.O. Box 20576  
Keizer, Oregon 97307**

**Place  
Stamp  
Here**

