



CORVETTE ASSOCIATION

GLASS SASS



VOLUME 45, ISSUE 6 JUNE 2022



WVCA President
Kelly Smothers

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Greetings Veters. Planning for the future.

What a crazy Spring this has been. I feel as if there have only been two sunny days in the last four months. Rain that reminds me of my time stationed in Georgia, and of course they day in day out rain of Oregon, (what my father calls mist.... Mist (sic) California hit Oregon).

Why am I talking rain? Even we Oregonians have had enough, I think. As I pen this article we just got back from a day trip to Mary's Peak. We had fog, rain, sleet, snow, rain again, snow again, rain and more fog (probably clouds as they were low) and a couple sun breaks mixed in. So, all four seasons in the hour we spent on top.

Great times. WVCA joined up with Hub City Muscle Cars and Classics, which invited local clubs to come out and play, rain or shine. We had Corvettes, (not a single one melted), Camaros and some other car makers as well, Dodge, Ford, Mazda (muscle car?) and a lot of friendly faces and some laughs at each other's expense.

I think the count was about 40 cars all together. Andrea I put about 160 miles on the C6 & C7 and it felt good to let them stretch their legs on a couple of those twisty back roads. I would really like to do this with the entire club at some point this summer. It's a great view on a nice day, and a great time to have a picnic lunch. Special thanks to those that came along for the fun. Joe and Pat, Kelly and Andrea, Buzz and Chris, Stevens Sims, TJ and Brent Anderson brought their Camaro's and a new couple we met on the Cherry Blossom Run Richard and Stephanie Grabotin, Torch Red C5 Z06, who have also been members of our Facebook Group for over a year. We also voted in Jerry and Terry Maness this month. Welcome to our fun little group.

For the last three months I've been 'selling' the annual President's Run. The date is 22-24 July, 2022. We currently have 20 people that have reservations and have committed to going. If your name is not on this list let me know, and you need to make your reservations. I will be making dinner reservations for those that sign up for Saturday night.

- Kelly and Andrea Smothers**
- Shane and Andrea Massey**
- Roger and Maryann Burgess**
- Stephen and Violet Sims**
- Nick and Martie Valenzuela**
- Buzz Blogg and Chris Roethlin**
- Joe and Pat Peters**
- John and Mollie Hendricks**
- Julie Hughes and Dave Schwerdt**
- Brad and Kristi Rehm**
(continued on page 4)

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

971-241-3953

president@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Vice President: Shane Massey

503-508-6071

vp@willamettevalleycorvettes.com

Secretary: Andrea Massey

503-881-2387

secretary@willamettevalleycorvettes.com

Treasurer: Brent Wilson

503-419-7106

treasurer@willamettevalleycorvettes.com

Historian: Steve Sims

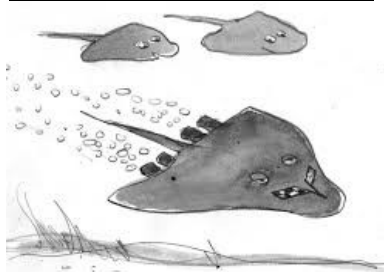
805-717-2159

historian@willamettevalleycorvettes.com

Member-at Large: Joe Peters

503-769-5620

memberatlarge@willamettevalleycorvettes.com



"Cool. A Corvette stingray."

Meeting Minutes

Willamette Valley Corvette Association

JUNE 5TH 2022

Called to order: 6:30pm

Attendance: 35

Guests: Richard 2003 Z06

New Members:

All in favor, none apposed for Richard & Stefanie Garbonden and Jerry and Terry Mannis to join WVCA.

Birthdays:

| | | |
|-------------------|----------|------|
| Wayne | Kreger | 6/6 |
| Dorothy | Ezell | 6/11 |
| Maryann | Burgess | 6/15 |
| Don | Chandler | 6/21 |
| David | Dunn | 6/21 |
| Ken | Kafka | 6/21 |
| Pam Marshall 6/30 | | |

Previous months minutes:

Meeting minutes distributed thru Glass Sass. No corrections. Approved as published.

TREASURER'S REPORT FOR April 2022 GENERAL MEETING: Report as of 2 June 2022

June Beginning Balance in Checking \$ 4,950.95

| | |
|---------------------|--------------|
| Expenses- Name tags | \$ 19.00 |
| Cash on hand | \$ 276.50 |
| Interest | \$ 0.09 |
| Savings | \$ 10,611.92 |
| Total | \$ 5,808.28 |

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

President's report:

Has name tags for Ken and Pam Marshall.

Has some patches still.

The Present's run has 10 cars signed up.

August Northbay Corvettes is doing a big drive and will be through our area.

Vice President's report:

June Cruise canceled due to lack of interest. We also have an atmospheric river coming through this weekend.

Jacket night June 15th 5:00 will be A&W for Stroh's event. No drive to get there since it starts at 5:00 and people go early. Stroh will be doing this the first and 3rd Wednesday thru the end of August.

Keizer Fest. August 13,2022 8:00-9:00am arrival. Must be there before 9 to have our cars judged. Motion to pay for Keizer Fest entry fee of \$35.00. Cars should be decorated with the theme "Where were you in '82?" We will have a sign up sheet for this at the next meeting. Max 24 cars.

June 18th Spirit Mt Roll the Dice veterans car show

June 25th Salute to Veterans car show at the fairgrounds

June 4-5 Junction City Car Show

August Cruising McMinnville

COMMITTEE REPORTS:

SACC Report- October fest trophy has been approved.

Northwest Vintage Car and Motorcycle Museum-

Bowling Green Update- Joe and Pat were just there and it didn't look like the assembly plant was running. We have been talking about our club being members for a couple years. We have \$350.00 marked for this. It's \$2500.00 up front. We get some benefits like our club listed with them, 6 tickets a year for the museum by being members.

Car Show Committee:

The last meeting was in person at Capital Toyota. The committee agreed to use a car show application called Car Show Pro.

Kelly and Joe have been updating contact info for other Corvette clubs on the west coast.

Kelly has reached out to a food truck vendor group. More info to come.

We can use the vendor list Kent made from the last car show.

Kelly talked to the people who made the road signs for the Corvettes on the Columbia in case we needed those.

Andrea S. will help with a raffle of things from sponsors.

Site format will be Kelly and Shane. A big part of this is parking the cars.

Awards and judging; more to come.

Gary Hill will do the drone pics of the event since he is a licensed drone operator.

Andrea M is the Charity coordinator. Oregon Veterans home in Lebanon and Liberty House.

Vote on where we will hold the 2023 Car Show. Reviewed estimated costs for Salem Riverfront and Northwest Vintage Car and Motorcycle Museum. See last month's minutes for the financial breakdown of each of the potential locations. After more conversation with the City of Sublimity that location is being withdrawn as an option.

of votes for Salem Riverfront- 7

of votes for Northwest Vintage Car and Motorcycle Museum- 17

The 2013 Car Show will be at Northwest Vintage Car and Motorcycle Museum.

Old business:

See Car Show Committee notes. Brent had his jacket embroidered at a place in Salem for one offs and it cost \$75. He will bring his jacket if anyone is interested to see how it looks.

New business or good of order:

Membership requirements proposed change. We will vote on this proposed change to the bylaws at July's meeting.

Current State- prospective members must attend 2 regular meetings and 2 events within 90 days to become members.

Proposed State- Prospective members must attend 3 sanctioned events or meetings within 6 months to become members.

Tech Time:

Brent has a 2003 Vette with magnetic ride that went out. With the help of Kelly he was able to turn off the magnetic ride and install regular shocks. Saved thousands of dollars.

Kelly's C6 front splitter and rocker panels are going in. He named it Black Pearl.

Trivia:

Prepared by Andrea S.

What percentage of 2020 C8 was sold outside of the US? 8.8

What are the top 3 locations outside of the US? Canada, Middle East, Mexico

What is the top color sold in 2020? Torch Red

50/50 Raffle:

\$25.00 each for Brent & Kelly

Adjourned: 7:40

(continued from cover page)

As you have probably heard, WVCA's Glass on the Grass 55th Anniversary Bash Car Show will be June 17th, 2023. During the committee's monthly meeting two locations were proposed for the club to vote on for the event. Salem Riverfront Park or Powerland/Northwest Vintage Car and Motorcycle Museum.

During our June Member meeting, Powerland/Northwest Vintage Car and Motorcycle Museum was selected by the members present as the venue of choice. The committee will move out with that direction now. Whew. That was the last big lynchpin in moving forward with the marketing and sponsorship campaign. Now that fun really begins.

My spring project has been finishing N2TRBL at least back to a point that I will be seen in public with her. Ended up with all new plastics around the wheels, (fender liners) painted the hats on the rotors, added some lighting mods and added a spoiler. I have on order side skirts and a new splitter (Z06 style) and then only a few more personal touches before the shows really start hitting. I may have come up with a name for her though. I'm thinking; The Black Pearl.

Folks on Facebook saw a glimpse of the Mistress buffed out. Still have bumpers to put back on and clean it up, but she's getting really close. One would think after being in purgatory for a year we'd be a little further along. We also added a new splitter to Andrea's C7, a slight mishap last summer with all the construction, when fiberglass rips apart it tends to make one cry just a little. Ouch.

One last note, I think the count at our June meeting was 34 people. Just wow. Largest amount we've had in some time. It was so awesome for me to see so many people, and I'm sorry I didn't have time to get around and say hello to everyone. It just seems like I'm always so busy before and after meetings. See you in July. Picnic anyone?

#SaveTheWave Kelly

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Here are the key ones, with links to those seminars videos and one PowerPoint slide complete recapture:

- *LT6 Presentation by Jordon Lee: <https://youtu.be/uTdSyae9Njk>
- *Major GM Seminar by Harlan Charles Josh Holder: <https://youtu.be/NBUVMkDwN1o>
- *BGA Update by Assistant Plant Manager Nora Roper: <https://youtu.be/uTdSyae9Njk>
- *Every GM main seminar PowerPoint Slide on 2022

Production stats, the 70th Anniversary models and the Z06: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/375555-every-gm-bash-seminar-hq-slide-here>

During the Bash seminars and in the large new-for-2023 Corvette display area was examples of the 2023 Stingrays, the 70th Anniversary models and several Z06's. The Corvette team members demonstrated those cars to those that asked, and for those +1,500 who were collectively in the display area during the event, were also individually able to ask questions and more questions of team members about the 2023's.

Collectively, we learned tons of new information! This following link summarizes most of what we learned and has some great pictures: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/372762-ncm-bash-master-thread>

Even during our early May drive home from the Bash to the west coast, my wife and had to detour 400 miles to get around a Rocky Mountain crossing, blockage blizzard. Here's to hoping the last of winter's ugly weather is over for all, that we are enjoying our Corvettes for lots of daily miles of driving smiles by now! Summer starts later this month as we all will celebrate by even driving our Corvettes more.



If you did not go to Mary's Peak a few weeks ago, you missed a good time for the 2nd year in a row.

The ride was fun and the weather had something for every one from the 4 seasons!

Next time we go, you should try to make it!



ANCIENT CORVETTE TECH AND OTHER RANDOM STUFF BY: PAUL ENNOR

I'm having a very difficult time coming up with a theme this month. So just bear with me as I ramble down the dusty hallways of my mind and dump random knowledge onto my keyboard.

C1 C2 and C3 Technical Issues

Kent has been writing a series of articles for the past couple of months about C5 technical issues. Those articles have been very interesting and chock full of good usable tips and information for C5 owners. Great work Kent. Thank you for sharing your insight and valuable information about the use, care, and maintenance of the C5 generation.

I can't and won't even try to duplicate Kent's level of expertise but I thought I would mention just very briefly some of what I've learned about "older Corvette generation" issues that may or may not be of use to anyone.

I'll start with the C1 generation. There's are not many specialized tips or tricks with to know about those straight axle cars. Almost anyone with a basic knowledge of mechanics can fix those cars under a shade tree on a weekend afternoon. The only specialized tools required are a 1/2" - 9/16" wrench maybe a 5/8" too and/or sockets, a couple of screw drivers, straight and Phips, and a hammer. Spare parts for the most part can come from any Chevy of about the same year. No special tricks needed. Just occasional brute force and some penetrating oil and a bit of patience.

When we get to 1964 to 1982 the C3 Corvette presented just a few more complexities. These cars all shared the same basic chassis design and they all shared a lot of the same set of issues.

Rear Wheel Bearings- The Bearings are a sealed units that can't be lubricated and need to be replaced by removing the half shaft from the trailing arm. This is not a job for the back yard mechanic. It requires the removal of the brake rotor on 1965 and newer cars. This requires that huge rivets be drilled out first to get the rotor off and a hydraulic press is needed to press out the bearing assembly and half shaft. This whole job is best left to a qualified mechanic because complicated adjustments and shim-

ming are required to reinstall the half shaft after service.

The Delco 4-piston Brake calipers, 1965 to 82. Those brakes work really well to stop a C2 or C3 and are for the most part trouble free. That is until they get a decade or two old. Then the DOT3 brake fluid absorbs moisture which causes the four piston cylinders per wheel to rust inside, pit and leak. Those cylinders are machined into the cast rotor housing. Once they start to leak, and they will, there are three choices. Have a "brake Job done by someone who doesn't know this system well who will hone out the cylinders, install new seals and hope it lasts a year or two or buy new stock calipers and have a complete brake job done with new stock parts which should last a decade or buy aftermarket brake rotors that have been sleeved with stainless steel which won't rust in the future. Once this is done switch from DOT3 brake fluid to DOT5 silicone fluid that won't absorb moisture. This is my opinion. There are other opinions about brake fluid, pro and con, concerning the DOT5 stuff. If you find yourself making a decision do your research. Make up your own mind. This is my official disclaimer.

Power Steering. The power steering system used in all C2 and C3 Corvettes is the same power assist unit Chevy has used in almost every one of their vehicles from 1955 through ????. I even found the same system in a 65 Mustang and a Mercruiser boat out-drive. It's bullet proof and just works. But at some point, the control valve that directs hydraulic fluid back and forth to the ram may start to leak and drip on the garage floor. Replacing that valve is simple enough for anyone with medium mechanical skills. But if you don't have a pickle fork (What's that you say?) just take it to a mechanic or front-end shop. OH, have the hydraulic hoses replaced at the same time. If the valve is leaking you can bet those hoses are hard as bones and about to crack too.

Door hinge spring. At least on the C3's, this little S-shaped spring will brake eventually from metal fatigue. The good news is that every Corvette catalog has replacement springs and the tool to install it. Which is actually just a screw driver bent at a precise angle. If you're at all handy with tools this is an easy fix. You'll know when you need the spring replaced because the door won't stay open like it should. It'll swing back and hit you in the leg after you open the door.

If the tach in a pre-1975 Vette Doesn't work it's probably because the tach cable from the distributor to the instrument cluster isn't turning.

It's not electronic, It's mechanical just like the speedometer. The most common problem is a stripped bronze worm gear in the distributor but the cable itself could have broken or some previous owner simply replaced the distributor with a non-tach-drive unit

One last thing... Did you know that the frame on all C2 and C3 corvettes is different, depending not on model year or generation but on what transmission was originally installed in the car?

your Vette came with a manual transmission the cross bar where the transmission tail shaft mounts is welded in place. If your Vette originally had an automatic the cross member is not welded to the frame it's bolted in and removable. This little fact is something you'll only find out the hard way if you ever have to swap transmissions or do a clutch job.



Communication while on cruises and trips is essential if it is to be successful.

There are many examples of when you might need to communicate with others in your group.

Lets say you have been driving for a while and you feel the urge coming up and you may need to fall out and rejoin later, OR maybe it is time for lunch or your gas is getting low or you have car trouble.

Without communication tools all you can do is flash your lights and hope someone sees you dropping out and you have no idea whether the group will wait for you or whether you will have to break a land speed record to catch up, providing you know where the group is going.

SO...there is a way we can all keep in touch with each other when traveling together and **there is no equipment to buy and everyone can talk to each other in real time**, and don'tcha wanna know what it is? Is it a chopper in a hopper? NO!

It is your cellphone and the little program we have been using for monthly meetings when we want to join the discussion. For the meetings, we have a video option but the voice option will work perfectly without it. And it is totally free!

Here is the magic formula to use: Put this number exactly as it is into your cell address book and call it something you will remember.

0. 0704/ / 37106424**

Now when you need to converse with more than one person on a cruise you (we) can dial in and get the party going! Thanks to Kelly for getting this for us!

There is an additional benefit too, When we pull over to wait for the rest to catch up, or some other reason, it is always problematic as to whether we can all get back on the road together without getting split up by traffic. NOW, the last driver and the leaddriver decide when to pull out and then the last driver pulls out, providing a barrier to any traffic that would break us up and we all pull out together!

I Bet you didn't know...

H. Res. 970

In the House of Representatives, U. S.,

June 26, 2008.



Whereas the Chevrolet Corvette is America's first sports car;

Whereas the first production Corvette rolled off a Flint, Michigan, assembly

line on June 30, 1953;

Whereas the Corvette is now manufactured in Bowling Green, Kentucky;

Whereas the Corvette is the most widely respected production sports car in United States history;

Whereas the Corvette is truly a symbol of American pride;

Whereas General Motors is celebrating its 100th anniversary in 2008; and

Whereas the 30th of June would be an appropriate day to designate as 'National Corvette Day': Now, therefore, be it resolved, That the United States House of Representatives supports the designation of a 'National Corvette Day' to honor the Chevrolet Corvette. We should plan a June 30th event to commemorate!



Mid Engine Monthly Update: What Are New/Upcoming C8 Developments?

John Elegant

Corvette has paced the Indianapolis 500 race 19 times including most recently. The Official Z06 picture below is a true “one off” for the race car itself pictured below, as I was able confirm in writing with GM, will not be offering in this livery for customer sale, that they are only making three Z06’s like this to pace the race itself. However, should you want to recreate it, I see that already an aftermarket vendor is offering its complete vinyl application identical-to-Z06 Pace-Car vinyl package system for the 2023 Z06.



The 2023 Corvette Owner Manual became public on May 9th. It shared a lot of new to us 2023 Stingray AND Z06 information, in fact having 44 specific and unique Z06 information references, diagrams and charts that were initially and still posted here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/376124-z06-owner-s-manual>

Z06 Burn Out/Manual Launch Control Mode!!! We know owners will love this new system. As will Michelin tires! Thanks to Corvette Chief Engineer Josh Holder, we learned in his communication with CorvetteBlogger that the Z06 will have a quick-to engage *burn*

out mode. Yes, GM calls it something else, e.g., “Manual Launch Mode” and “Performance Transmission Active” mode, but we call it *tire smoking* mode. So very easily, it is quick to engage it coming out of a corner, off the line, or wherever you want. In fact GM warns us in the 2023 Owners Manual to be careful where to engage it, e.g., not around other cars nor pedestrians. Might the rear of the car want to start to dance to the right as we hear, smell, and experience that childish but oh so wonderful, tire burn out? For details on how it simply works: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/379776-z06-manual-launch-mode-explained-by-chief-corvette-engineer-josh-holder>

There is one chart on page 180 of the Owner’s Manual that lists in great detail all of the following for adjusting the z06’s many aerodynamic options. Lots of choices are listed, with both street and track specific ways the many Z06 aero components could be used. Those components include not just the aesthetically tasteful and beautiful, side-to-side rear deck spoilers on the standard Z06, but the Owner’s Manual notes ways to expand its duckbill height with larger corner duckbills (identically to how many did so on the entry C7 Z06); and of course at the opposite end is the Z07’s high wing. However GM has committed that IF one were to choose a standard Z06, the complete Z07 aero package would be an available option for it. In between just like the C8 Stingray, there are times when one should and should not install the underbody rear brake ducting and make other smaller aero changes. One interesting aero component factoid is that regardless how one configures the

Z06 from street errand cruising to track weapon attack mode, there is always and only one set of identical side rockers on every 2023 Z06.

Meanwhile as of writing this the end of May, we still are “missing” key 2023 Corvette production information. Hopefully the following key pieces of information might have been released by the time you are reading this: 2023 Stingray Build and Price program; MSRP for the Z06;and, the Official Z06 Order Guide.

If not by then, many expect by the middle of this month, specifically for GM to have issued to those of its dealers who are getting an initial allocation(s) for the Z06 those specific allocation granting’s, and if all goes according to what GM itself said to its dealers two months ago in writing, **the first Z06 orders are tentatively scheduled go in on Thursday, June 16th.** Here’s to hoping for all of these releases to have occurred/will occur by those dates.

The other major development on the Z06’s moving toward actual customer deliveries later this summer has been a major one. No longer is BGA just making “experimental” or test Z06’s, but shortly after the Bash Bowling Green Assembly started making the first of the next step Z06’s, e.g., producing “Captured Test Fleet (CTF)” vehicles. While were told at that event that yet not one CTF Z06 had been made but they will be “very shortly,” here is a nice capture of one with its “CTF” sticker on the front windshield.

CTF units are later sale-able to the public, i.e., their meeting all safety and other requirements for daily public street usage. Typically after they are used by members of GM and especially the Corvette team to accumulate the 300,000 street mile real world testing standard that GM has for all its vehicles, CTF vehicles are awarded as “bonus allocations” to some dealers for retail customer sale. Having CTF’s is just one more step, as we expect, hopefully, some of the following to even had occurred again by the time you are reading this or in the weeks shortly thereafter some or all of the following.



*The Z06’s MSRP price release — as well as pricing on its options;

*The sharing of the Official Z06 Order Guide so we know each and its every option;

Dealers getting the amount of a first round Z06 allocation(s); and, if it happens...

The initial placement of first Z06 customer orders on Thursday, June 16th. Why did I select June 16th as that initial customer Z06 ordering submittal — for that seems to be an arbitrary date?

In GM’s last written statement to its dealers about seven weeks ago, it stated that the Z06’s orders will first go in “tentatively late spring.” As June 16th is the last Thursday this spring, and as it has been an that the ordering six-day ordering dealer ordering submission process (DOSP) for Corvettes always starts on a Thursday, that is how June 16th was arrived at as being a likely door-opening ordering door for first Z06 orders being officially GM received during the first “dealer order submission” (DOSP) process.

Stingray June allocation are next going in to GM on June 16th. Preceding that, dealerships have been told by their Zone Managers that they will receive the number of allocation granting on or about June 9th. As we await Z06 ordering confirmation from GM, again perhaps and hopefully GM would announce it officially in the middle of June — maybe even piggy-backing on June 16th’s Stingray orders. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/379971-june-stingray-allocation-date>

The National Corvette Museum “Bash” event was not only well attended but featured four Corvette team lead seminars. (CONTINUED ON PAGE 4)



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 10th 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...

Kent

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**

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