



GLASS SASS

VOLUME 45, ISSUE 10 OCTOBER 2022



WVCA President
Kelly Smothers

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Greetings Veters.
Here we are, October and I'm a little late this month getting my article dig- its put to virtual paper. I don't know about you, but I thoroughly enjoyed the two days of rain we had.

September was another busy month. We went to the Willamette Valley Street Rods Rally in the Valley at the Northwest Vintage Car & Motorcycle Museum at Powerland. A pretty good turnout, not quite what they have had in the past, how- ever.

We also attended the Millersburg Celebration Car Show, and it was a pretty good day there as well. Then in the middle of the month we went to Oktoberfest in Mt. Angel, and it was a fun filled day, I would have to say the dachshund races were the best.

Obviously, there was a huge draw to the event post major Covid, and the streets were full. We then went to Redmond to see our son get married next to the Deschutes River.

Beautiful day. We then finished up the month on the Oregon coast (Beverly Beach) with some of our friends. It was a big fire on the beach, no wind, no clouds, kind of sunset where I just stood and stared at the ocean, sun setting, with the pelicans flying over the wave tops. As the sun disappeared from the sky, the stars came out in abundance. Just a beautiful night.

Busy month of November is coming up. Okay from a club business perspective, we have voting to do, or should I say selection of Board officers, budget finaliza- tion, and continue to collect dues (\$35 single \$55 couple) for '23. Also, In Octo- ber there will be our Halloween Party, 30 October at the museum see web site for details.

The 10th of December is our Christmas brunch aboard the Portland Spirit. I will be finalizing that information this month and get it out to those that have regis- tered with me for the event. If you are not sure you registered or just want to get on my list, please contact me. I would still like to do a Christmas Toy Drive so Don't forget to get a stuffed animal/toy for our November and December business meetings so we can deliver those.

Last comment promise. We are currently at 83 members and 6 pending. Not quite up to pre Covid numbers but getting closer. Thank you everyone.

Thanks
SaveTheWave
Kelly

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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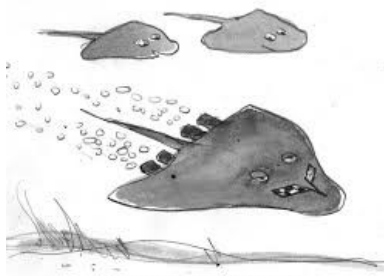
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

OCTOBER 6TH 2022

Called to order: 6:30pm

Guests: Don Emeral '07 Maroon was in the WVCA in the late '80 and is back.

New Members: None

Name tags present for some new members.

Birthdays: Linda Dental 10/1, Alicia Baber 10/5, Ed Kirasich 10/09

Roxy Stockberger 10/14, Helen Outfleet 10/20, Pat Manrubia 10/20

Claryce King 10/27

Previous months minutes: The minutes have been distributed through the Glass Sass. No corrections presented. Minutes are approved as distributed.

TREASURER REPORT FOR April 2022 GENERAL MEETING:

Report: as of end of October 6, 2022

Balance in Checking	\$4,197.90
Cash on hand	\$244.50
Savings	\$8,312.21
Total	\$2,754.61

Total Expenses from savings \$599.55

Total Deposits in savings \$492.50

President's report:

Portland Spirit Christmas Party December 10th 11:30 to 1:30. Sign up will be coming.

Yearly membership dues are due. Make that payment to Brent, the treasurer.

Vice President's report:

Jacket night is at Los Palomos on October 19th @ 6:30. No drive planned. We can now RSVP through the website so the host can coordinate with the venue. This will allow restaurants to properly staff for a group of our size.

Cascade Homecoming is October 8th. They need 10 cars, just what we need. Meeting at Neufelds in Aumsville at 6pm for dinner and then going to Cascade at 7.

October Cruise is to Bauman's Farm for the Harvest Festi-

val. They are saving parking spots for us so we can safely part. We won't be parked in the field but there will be 10-20 feet of gravel just to park. It is level gravel so we should not have any issues with parking. Meeting at Stayton Park and ride at 7:45 with wheels rolling at 8am. (SEE PIX PAGE 8)

The Halloween Party will be at PowerLand Museum. October 30th at 2pm. \$20 per person for a meal from Olive Garden, drinks and dessert. If gluten free or dairy free is needed please let Andrea M. know in advance so accommodations can be made. Costumes are encouraged but not required. Please sign up in advance so food arrangements can be made. Also payment can be given to Brent or Andrea in advance.

Keizer Lights are on the same day as our Christmas Party so we will plan another Christmas activity. Stay tuned.

COMMITTEES REPORTS:

Budget Committee Report

Committee members: Brent, Brad and Kristy Reams. The 2023 budget was balanced to \$23 in the black. A line item for new member name tags was added. Increased new member dues by \$200 or \$250 to reflect the membership we got in 2022. The budget will be published in the Glass Sass.

SACC

Oktoberfest went well. 98 cars on Saturday and 75 on Sunday. Santa Cruise is the first weekend in December. SACC asked that we update them of any event we will have so they can add us. We sent the update for the Yellow Book. There are \$5 if we buy 20 or more. Sunday prior to this meeting there was a Car Show/Celebration of life for Minty Schmid who passed away in a roadster accident. It was a very nice celebration of life.

NW Vintage Car and Truck Museum

None

Bowling Green

NCM Motorsports Park to become nation's first commercialized track with Z06 fleet.

Car Show Committee:

Kristy put together a couple flyers for the car show. The Yellow Book is published in November so we will want to get Car Show Pro published so people can sign up for the car show.

Old business: None

New business or good of order:

The Nominations Committee. Buzz helped get nominees for next year and are as follows as of this meeting. President- Kelly Smothers. Vice President- Joe Peters with Andrea Smothers help. Treasurer- Brent Wilson. Secretary- Julie Hughes. Member at Large- Dave Hughes. Historian- Steven Sims & Gary Hill. This will be published in the Glass Sass and voted on in November.

Tech Time:

Kelly went to 12 car shows this year and he and Andrea S. brought home 4 awards. The black corvette is getting ZLR doors over the next couple of weeks. They got a 1954 Kaiser Manhattan and will work on this this winter.

Someone added a LED light that projects the Corvette emblem on the ground when the door opens. It was relatively easy to install except getting the door panels off sounded hairy, but it turned out great.

Dan Motley put a new LS3 in his C5 and had some issues with it. Kelly and Dan cleared the codes and put a HP tuner on it.

Paul Lowery is selling his Convertible C4 about 30K miles for ~\$8,500.

Good of the order:

None.

Trivia:

How Many Factory-painted Torch Red 2005 C6s were produced? One factory-painted Torch Red 2005 Corvette actually carried the Precision Red paint code.

What was the first Production corvette to achieve 200mph? The 2009 ZR1 was the first 200+ mph production Corvette.

Larry shared a magazine with trivia questions and Kelly read a few of those.

50/50 Raffle:

\$25 for 3 winners: Brent won the first one and Larry Raff won the next two draws. \$75 for the club.

Adjourned:

7:12



Mid Engine Monthly Update: Really Good C8 News Unfolding! *John Elegant*



Picture credit to NCM/BGA.

The long requested Bowling Green Assembly Plant public tours are resuming next month. Contact the National Corvette Museum for your tour ticket. Additionally, starting the second quarter of 2023, BGA will initiate the Z06's LT6 Engine Build Program. The program, limited to owners of new Z06's whose car is soon to be built, is an exciting next step following the resumption of the public tours. Similar to the past, the Performance Build Center, located within the Bowling Green Assembly Plant, will again allow an upcoming owner of a LT6 to select option "PBC" — to actually build their own motor which will go into their Z06. When completed it will have, though even more prominently, a "Handcrafted By (builder's name) pride badge" (GM's name for it) which sits on top of the motor to be seen (of course so much

more easily seen in a Z06 coupe). However, instead of earlier BGA Engine Build program in which an owner and a PBBC Engine Assembly Specialist would travel from one to the next progressive work stations, all parts for the motor assembly will be within one "build room." As previous, one may have a non-participating guest. Pricing has yet to be announced, but many believe it would be increased above its previous \$5,000 level to it instead being in the \$6,000-\$8,000 range. During the entire C7 generation it was offered only 3 years; during that time option "PBC" was chosen by 162 builders (5% of those years).

Here's Kai Spande's complete BGA Update Seminar at the National Corvette Museum Anniversary event. During its Q&A the question of Buyer's Tour resumption was also raised, but that timing has not yet been established. Very interesting all the build assembly limitations/conditions imposed on "in what order" different C8's can go down the line: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/407091-special-kai-spande-seminar-assembly-plant-update>

Here's Harlan's Charles' C8 Update Seminar which also took place at the NCM Labor Day Anniversary event: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/411285-harlan-charles-complete-ncm-presentation>

I

t was a long time, exactly 330 days, between the Z06's October 26th reveal and the start of regular Z06 production (SORP). Conversely on the bad news side, on September 1st GM announced that all Z06 new allocations would be planned in hibernation until January; however all Z06 orders previously accepted in August are proceeding toward their build. Specifically on Wednesday, September's 21st the first three customer ordered Z06's were produced: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/413211-the-first-customer-ordered-2023-corvette-z06s-have-been-built>.

GM has four times in public meetings since last January told us that the Z06's ramp up will be very slow. For example, just like the first week of September 19th, there are only going to be a handful of Z06's made the following weeks of September 26th, October 3rd and thereafter. Full ramp up of Z06 production might well not occur literally for several months (just as it took several months for the C8 Stingray to reach its daily production).

The first three customer Z06's made were: Rick Hendrick's VIN # 001, and two 70th Anniversary Z06's, VIN #'s 001 and 002. Yet the following week Z06's were made for long-time, "regular" Corvette customers too. Can we all say in unison, "S L O W Z06 ramp up process?" A very, very small number of Z06's are being this week.

Simulated picture of Rick Hendrick's VIN #001 car delivery:



Ever since GM's President Mark Reuss noted on CNBC literally two days before last April's Bash that both a hybrid and eventually an all-electric Corvette was coming, speculation has been over the moon. Such questions as: What will be its price range? What will its power level be, e.g., faster to 60 MPH than a Z06? Will it have one electric motor up front

or two? Will it consequently lose any or all of its frunk space? There is one other question but that one have been answered with this picture, e.g., that it will be the first AWD Corvette (as shown in the circular, front, half shaft, within the front knuckle, block-out picture below). There are 10 major questions about the E-Ray of which less than two are completely answered but for more information and discussion: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-e-ray-powertrain/413699-fwiv-e-ray-predictions>

How good is the Z06's performance? By the time most of you are reading this, October 3rd will have occurred. What is important to that date? It is when the top, third-party, automedia press' driving/testing of the Z06's that were given to each one of them to individually test will have ended. We will be able for the first time to get non -GM evaluations of the car, both on public streets and on a race track. Questions such as can this race track C8 version truly be competitive on the track; how it is like to drive it on the public streets; how fast is it really; what are its strengths; and many more performance measured and also top auto analyst impressions will initially answered. I think it safe to say every prospective Z06 owner is looking forward to watching those videos and to read those independent analyses of the Z06. We will be covering every one at the MidEngineCorvetteForum.

Meanwhile and way most importantly, as the weather changes toward winter in two-thirds of our country, may you get in your fall Corvette drives! Be safe as you experience more miles of Corvettes driving smiles!

2023 SLATE OF EXECUTIVE OFFICERS

PRESIDENT: KELLY SMOTHERS

VICE PRESIDENT: JOE PETERS
WITH EVENT COORDINATION HELP FROM ANDREA SMOTHERS

TREASURER: BRENT WILSON

SECRETARY: JULIE HUGHES

MEMBER AT LARGE:
DAVE SCHWERDT
HE "VOLUNTEERED"

HISTORIANS: STEPHEN SIMS
AND GARY HILL

APPOINTED POSITIONS:

GLASS SASS EDITOR: BUZZ BLOGG
WEBMASTER: KELLY SMOTHERS



My Life – The Autobiography of Millie, a 73 Corvette

As told to my owner Paul Ennor



Part 1

I'm 50-years-old this month. my name is Millie short for Millie Magilia, the red color that Chevrolet painted me when I was born. I'm a 1973 model Corvette Roadster. I was born in the Saint Lewis Corvette factory on October 27 th 1972.

Yeah, I know, that's confusing; I was preemie. I was one of just 4412 of my brothers and sisters given a 454 big block engine. I was just lucky I guess because I wasn't configured by my real owner. I was just configured on an order sheet by some unknown sales manager at a Chevy dealership in Salem Oregon. I don't remember very much about my first year of life. I suppose that I was loaded on a rail car and shipped way out to Oregon. When I arrived there, I was basically an orphan.

There wasn't any family waiting to give me a forever home. I just sat with some other Chevy's like Vegas (yuck!) on the showroom floor for a while but then a sales manager from the Toyota dealership took me out and drove me for a while. Toyota salesman, what the #'%. They were calling me a "demo". That meant that strangers were allowed to take me for short drives to see if they wanted to adopt a new Corvette.

A few guys did like me enough to order a brand-new Corvette from the factory but nobody seemed to want to adopt me and I always went back to park at the Toyota dealership. I was lonely. I wanted a forever home and I didn't like those Toyotas. It's tough to be an orphan. "Why doesn't anybody want to adopt me?"

Then one day in June of 1973 I was taken back to the Capitol Chevrolet in downtown Salem and dropped off in front of the building. I wondered what was going on. What would happen to me now? The sun was out. My top was down. I wanted to make a good impression. At least I was back with other Chevys. A young man pulled up in a 68 Z/28 Camaro and went inside. He came back in twenty minutes with one of the salesmen who handed my keys to that guy and told him to take me for a drive.

Oh boy! I'm sure this guy knows cars! He's driving a Camaro! He hopped in started my 454 and drove me out into West Salem. I did my best to impress him. I even let him do stupid stuff with me like trying to start from a stop in third gear. I showed him that I could be a good friend. I had hopes that this might be the fellow to give me a forever home. He brought me back to the Chevy building and went inside again. I sure hope I don't have to go back to live with those ugly Toyotas again I thought. They just don't smell right. They all smell like Japan.

OH BOY! That young guy is back and he still has my keys and some papers. He's taking me to my forever home! I hope he has a warm garage for me to sleep in but I really don't care, I just want a home with somebody that loves me. I'm so happy. It looks like he'll call me "Millie" or just "the Vette", or "the 73", I don't care really. He has a little garage for me. He has a 59 El Camino pickup too. I'll be living with him and another Chevy. My life will be full.

Little did I know the twists and turns that my life would take in the near or distant future. But in that early summer of 1973, I was the happiest little Corvette on the planet. Or at least in Salem Oregon. I had a forever home! *To be continued next month...*

ATTENTION VINTAGE CAR OWNERS WITH SPECIAL INTEREST REGISTRATION

A cautionary tale

If you have been an owner of a car registered with Special Interest Registration and plates, do yourself a favor and check your license and registration on the OR My DMV website. These are PERMANENT license and registrations for the life of your car.

Unfortunately, we discovered our Special Interest license and registration (from May 1993) were no longer valid when our car was involved in an accident in early September.

We registered/licensed our car with authentic 1952 plates with a hyphenation between the numbers in May 1993. Apparently, in 2011, someone registered their car with SP plates with the SAME NUMBER (DMV and law enforcement do not recognize spaces or hyphens). The computer didn't catch it. Instead, 2 years ago, when DMV upgraded their computer program, the computer scanned their data base and dropped out the OLDEST plate with the same number(s).

DMV did not get an error message. We were dropped. So, it appeared we were unlicensed and unregistered at the time of the accident.

We are about a month beyond the accident and just got a resolution to the problem. They had to dig through the paper archives to restore our license/registration. IF YOU find yourself in the same situation, insist on having DMV issue you a letter, along with

reinstating your registration/license, with language to include: "This correction recognizes the original Special Interest Registration, which has a Permanent expiration date, is valid and has been in continuous force since it was issued on _____".

Pass this along far and wide to your Oregon classic car family and friends!!!





C-5 CORNER BY KENT MUHLE

Last month I talked about replacing your seats, and insulating the cabin against noise and heat. Both modifications made the driving experience in the AmishVette more enjoyable, but like any modification there are some trade-offs. The seats lack the quick adjustability of the stockers, but how many of you adjust your seat more than once or twice a year? It took me a few days to get these new seats the way I like them, and other than pumping the lumbar up occasionally I've not found the need to adjust them any further. If you're not the only driver and your co-driver is not of similar height, you may find them a bit of a hassle. The only downside to adding insulation is that it takes a bit to get all the trim pieces to fit properly, and you will notice noises that were masked before. Took me a couple weeks to chase down a few rattles that I'd never heard before.

This month, I'd like to focus on the pros and cons of modifying your C5, although they apply to any vehicle. Chevrolet spent a great deal of time and money getting each generation of Corvette to perform well under a variety of circumstances, and as delivered the C5 does a whole bunch of things really well. It's fast, but easy to drive. It handles extremely well without beating you up in the process. You can drive to the grocery store after ripping off a bunch of laps at an Autocross, load up the back with at least 10 bags full of stuff (if you've got a coupe) and drive home with the A/C blowing cold and the stereo playing your favorite tunes. As delivered, any C5 is an impressive sports car. But what if you want more? Where do you start and what really works as opposed to what gets the most press?

In my opinion, most people start modifying their car before they really understand it. Jump back a few articles and you'll see I'm a firm believer that the best performance mod you can make is to take driving lessons. Everyone thinks they're great drivers but trust me, if you haven't had professional lessons on a real race track you

just don't know how little you know about car control. Even if you'll never track your car and never exceed the speed limit, you'll benefit immensely from professional training.

So, you've had your car for awhile and took some driving lessons and have the itch to extend the limits of your car even further. For me, I enjoy making every car I own an extension of my personality. I do it for me, and don't really give a rip about what others think. Decide what you want and approach it methodically. Do you want to stand out in a show? Do you want improved comfort? Do you want straight line speed or do you prefer carving up a few corners? Is this your daily driver? These are all questions you need to answer before you take the plunge.

One of the first mods people do is to get a "cold air intake". There are only 2 true CAI's, the Calloway Honker and the Vara-Ram. The rest are just different looking filters soaking up hot air from your engine compartment. Those will NOT improve performance, and in the case of oil type filters can really mess things up if not done correctly. The CAI game is just one of many dubious modifications that are very popular, and do nothing except drain your wallet. There are some reasons to go to a true CAI, but most folks don't have a clue what they are, and that's true of all modifications. If you believe the advertisements, you can buy a bunch of bolt-on parts and get massive performance gains while improving fuel economy and making you more attractive but it just doesn't work that way. Learn the capabilities of your car, learn how to take full advantage of them and then make a plan. The world is full of modified Corvettes that are unreliable, uncomfortable, and a pain in the butt to drive. Don't make that yours!!

Next month, "Keeping the balance".

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 month's 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

Kelly Smothers (Chair)

Andrea Smothers, Shane & Andrea Massey , Joe & Pat Peters, Wayne & Janet Kreger, Julie Hughes, Dave Schwerdt, Dru & Gary Hill, Al Manrubia, Dana Malby, Tom Paddock, Nick & Martie Valenzuela, Larry & Cathie Raaf, Steve Sims, Jerry Maness, Buzz Blogg, Chris Roethlin, Jason DiSenso, Ron Leland

Budget

Brent Wilson (Chair)

Activities

Shane Massey (chair)

Andrea Massey, Kelly Smothers, Joe & Pat Peters

Social Media Committee

Willamette Valley Corvette Association
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Keizer, Oregon 97307

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Stamp
Here**

