



GLASS SASS

VOLUME 46, ISSUE 1 JANUARY 2023



WVCA President
Kelly Smothers

Greetings Veters.

As we bring in the new slate of officers for 2023 I want to make sure I think both Andrea and Shane Massey for their support over the last few years in their leadership roles of our association. Thank you guys. Best Halloween parties ever. ;)

2023 Slate of officers

- President: Kelly Smothers**
- Vice President: Joe Peters (with event coordination help from Andrea Smothers)**
- Treasurer: Brent Wilson**
- Secretary: Julie Schwerdt**
- Member at Large: Dave Schwerdt**
- Historians: Stephen Sims and Gary Hill**

Appointed positions:

- Glass Sass Editor: Buzz Blogg**
- Webmaster: Kelly Smothers**

January 12th the Car Show committee will be holding an in-person meeting at the NWVC&MM. Topics of discussion will be: T-shirts, finalizing assignments, trophies, Cars how Pro review.

The December 10th club Christmas cruise on the Portland Sternwheeler was a huge success. Great food, Just about everyone that signed up made it. Already looking at next year's event, and it will be held in Salem this time. (see photos on page 8)

The Board met before our January club meeting to discuss events for the year. The following will be sanctioned, preplanned club events. **Please put these on your calendar and come out with us.** There are lots of events and car shows this summer, don't forget we need folks to sign up for Jacket Night / Jacket Night cruises, Monthly road trips (beach anyone)?

- ◆ 15 April - 94th Annual Cherry Blossom Poker Drive
- ◆ 29 May Mary's Peak cruise with Hub City Muscle Cars & Classics (Memorial Day)
- ◆ 17 June WVCA Glass on the Grass -
- ◆ 8 July Springhill North Albany Car Show benefits Honor Flight
- ◆ 5 August Keizerfest Parade -
- ◆ 2 September Willamette Valley Street Rods. (Salem Riverfront)
- ◆ 2 September Celebrate Millersburg Car Show - 159 cars attending from years 1914-2022! Raised \$1521 for South Willamette Valley Honor Flight.
- ◆ 14 September Presidents run Columbia River Gorge
- ◆ 14-17 September Corvettes on the Columbia (3 Rivers Corvette Club McCurly Chevy)

Note from Andrea Smothers - I'm helping Kelly plan for his 2023 President's Cruise. Mark your calendars now! The 2023 WVCA President's Cruise is going to be held on Thursday, (yes Thursday), 14 September 2023. (continued on page 2)

Pres. Msg	Cover & 2
Minutes	3-4
Mid-Engine Forum	5-7
Misc	7
Paul Article	9-10
Kent Article	11

The tentative plan is to cruise the Historic Columbia River Highway and have lunch in The Dalles. The reason for the Thursday trip is that we (Kelly and I) plan to continue on from The Dalles to attend Corvettes on the Columbia.

Corvettes on the Columbia is a multiple day event held by McCurley Chevrolet and 3 Rivers Corvette Club in Richland, Washington. This year it will be held September 14 - 17. We attended in 2021 and had a great time. The cost for the event in 2021 was \$160 per single and \$210 per couple (excludes hotel) which included dinner and concert Friday, show entry Saturday, lunch Saturday, and dinner and concert Saturday night. Registration hasn't opened for the event yet this year so I don't know the prices. As soon as it opens, I'll let you know. Registration may be limited, so if you're interested you will want to register as soon as it opens up. It's a great event that benefits Make A Wish.

TENTATIVE AGENDA

Thursday, 14 September

Historic Columbia River Highway Cruise
Lunch in The Dalles – Freebridge Brewing
Check in to Hotels in Richland, WA
5 pm – 7:30 pm Bookwalter Winery

Friday, 15 September

TBD Activity for the Day
5:30 pm Corvette Dinner
7:30 pm Concert

Saturday, 16 September

8 am – 2:30 pm Corvette Car Show
5:30 pm Awards and Dinner
7:30 pm Concert

Sunday, 17 September

Hotel Checkout and Drive Home

The event hotels are already taking reservations. We are staying at the Hampton Inn Richland. The Holiday Inn is the host hotel for the event.

Here is hotel reservation info:

Holiday Inn: Richland on the River

HOST HOTEL & REGISTRATION HUB (509) 946-7611
Press “0” to Speak Directly to the Hotel – DO NOT HIT “1”
FOR RESERVATIONS

Group Name – Corvettes on the Columbia 2023

Booking Code – COR If you make your reservation by calling in please give them this booking code To Make Your Reservation Online: <http://bit.ly/3GKgF6h>

Cutoff Date – August 17th

Hampton Inn Richland/ Tri-Cities (509) 943-4400 DO NOT HIT “1” FOR RESERVATIONS – Just Stay on the Line to Speak Directly with Hotel

Group Name – Corvettes on the Columbia

To Make Your Reservation Online: www.my-event.hilton.com/pscrhx-coc-99f47b2c-a4ab-4528-ae11-764bcddea135/

Cutoff Date – August 14th

Homewood Suites - Hilton (509) 371-1550 DO NOT HIT “1” FOR RESERVATIONS – Just Stay on the Line to Speak Directly with Hotel

Group Name – Corvettes on the Columbia

Booking Code – CCR

To Make Your Reservation Online: www.my-event.hilton.com/corvettesoncolumbia2023/

Cutoff Date – September 1st

Please verify your check in and check out dates!

FROM THE EVENT HOSTS

2023 Corvettes on the Columbia September 14, 15 & 16, 2023

Dinners and entertainment will be held at Howard Amon Park on the Columbia River between the Hampton and Holiday Inn.

This park will host our growing attendance – we are expecting to hit 750 or more people next year!

This venue is all level ground with room for plenty of fun and dancing under the stars! It is a short walk from all three hotels!

When booking your guest rooms for next year, please consider joining us on Thursday evening for the sponsor appreciation and Corvette kickoff event at J. Bookwalter Winery. FREE to all registered attendees.

We are excited to announce a new partnership with Fiesta Mexican Restaurant who has put together an exciting menu for everyone to enjoy Friday evening!

Another exciting partnership has been formed for Saturday's dinner with Castle Event Catering – the area's largest special event caterer! The theme for the dinner will be Tropical.

We worked hard to secure two companies that have the reputation of handling groups in excess of a 1,000 people to ensure you receive the best food and service in 2023! Both caterers will serve us at Howard Amon Park where we will dine together as a group once again!

As we confirm plans and add additional enhancements, we will be reaching out and keeping the Corvette excitement going! Brochures with itineraries and registration forms will be distributed to Club PO Boxes soon so please watch for yours.

I will send out more information as it becomes available. Let me know if you have questions! - Andrea

Looking forward to Summer!

#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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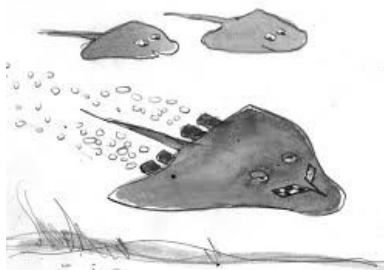
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

JANUARY 1ST 2023

Called to order: 6:30

Guests: Robert Hill from Sweet Home has 1951 Stingray

Robert (or Ron) Reckor Had a C7 and got a C8 2 weeks ago

New Members: Mike Harris and Jake Chastain. Motion to accept; Joe 1st and someone 2nd. Approved. None opposed.

Birthdays:

Larry & Cathie Raaf	2-Jan
Sandra Stark	3-Jan
Andrea Massey	10-Jan
Andrea Smothers	24-Jan
Annie Koenig	25-Jan
Ann Salvatori	27-Jan
Jay Hanson	28-Jan

Previous months minutes:

The minutes have been distributed through the Glass Sass. Minutes approved as printed in the Glass Sass.

TREASURER'S REPORT FOR January 1st GENERAL MEETING:

Balance in Checking: \$2938.24

Cash on hand \$180.50

Savings \$8,312.41

Total \$11,251.15

Motion to approve; Joe 1st and Pat 2nd. Approved. None opposed.

President's report:

Christmas Party. Portland Spirit. Was really fun, good food and service. Cold on the deck but really nice and warm inside.

Santa Cruise 11 corvettes showed and we won 3rd as a group for the number of cars that showed. They raised more cash than toys and served over 300 meals.

2023 President's Run September 14-16th Columbia River Gorge Old Highway. Just do the drive or you can continue to the Columbia River Gorge Corvette show in Tri-Cities. It's a Make-a-Wish event. More details will be emailed out.

Vice President's report:

Looking for Jacket Night (sponsor role explanation) as well as Monthly Cruise Sponsor - (continued on page 4)

Just means you need to take a drive and let people attempt to follow you.

- ◆ 18 January Jacket Night - Joe and Pat. 6:30 Olive Garden, 1302 Lancaster Dr. NE, Salem Oregon
- ◆ 22-21 January Linn County Winter Rod & Speed Show - \$10 (\$3 off coupons)
- ◆ 4-5 March Salem Roadster Show
- ◆ 15 April - 94th Annual Cherry Blossom Poker Drive
- ◆ 29 May Mary's Peak cruise with Hub City Muscle Cars & Classics (Memorial Day)
- ◆ 17 June WVCA Glass on the Grass -
- ◆ Stro's Wednesday Night Cruise-in begins first and 3rd Wednesday in June through August. Brent Strohmeyer Memorial Foundation
- ◆ 2 July Northwest Rod & Classic - Independence
- ◆ 8 July Springhill North Albany benefits Honor Flight
- ◆ 5 August Keizer Fest Parade
- ◆ 2 September Willamette Valley Street Rods. (Salem Riverfront)
- ◆ 2 September Celebrate Millersburg Car Show
- ◆ 8 September Presidents run Columbia River Gorge
- ◆ 8-9 September Corvettes on the Columbia (3 Rivers Corvette Club McCurly Chevy) \$225 event registration / Hotel extra

COMMITTEE REPORTS:

SACC <https://salemautoclubcouncil.org/>

NW Vintage Car and Truck Museum

None

Bowling Green

NCM Birthday Bash April 27-29, 2023

Pacific NW Corvette Caravan Aug 29-31, 2024
Cascade Club is coordinating.

Assembly plant is now open for tours.

At NCM MotorSport Park you can drive a ZR6 for \$1,465.00

2024 ERay coming?? There was a post about this but it was taken down as quickly as it was put up.

Car Show Committee:

Registration is live and has been sent out to 44 clubs around us.

Old business:

Yellow book calendars- Kelly got 6 and can get more as needed.

New business or good of order:

None

Tech Time:

Kelly has ZLR doors and hits his head on them a few times.

Good of the order:

None

Trivia:

Which states have the most Corvettes? Texas, Florida, California

In 2017 Mark Blackwelkl of Florida donated his 1999 Corvette to the NCM which had a record number of miles on it. How many miles is on the original engine? 773, 338.v

50/50 Raffle:

\$27 each for Sid, Larry \$55 for the club

Adjourned: 7:50

Where and when was this??





Mid Engine Monthly Update: C8 News & What Massively Leaked Out

John Elegant

We have seen some internal GM information get out before, but with the Corvette the visualizer showing the 2024 E-Ray for about an hour, including many of its options in advance of its reveal, was the biggest leak I can remember in terms of the sheer amounts of information it presented. But before getting into the E-Ray knowledge we learned, it also leaked the 2024 new Corvette colors for every model.

New 2024 colors: Hello to Cacti, Riptide Blue Metallic and Sea Wolf Gray Metallic. Good-bye to Ceramic Matrix Gray Metallic, Caffeine Metallic and, Elkhart Lake Blue Metallic. Cacti is a very quiet light green; Riptide as a color is about halfway between Elkhart and Rapid Blue (available to be seen on a 2023 Equinox now); and Sea Wolf Gray is a super-attractive dark gray (like Shadow Gray).

The E-Ray leak on the visualizer was far more than just the 2024 colors, for it confirmed that the E-Ray is that model's name (finally ending whether the initial C8 hybrid model would be called that or a Grand Sport), for we saw its actual logo design -- as shown within the "picture" immediately below. Here is the link to all those 2024 visualizer colors and so much more the E-Ray linked information: bit.ly/3jrN4p6



That leak produced so much more, including showing us the "starfish" standard E-Ray wheels. We see at the above link every one of the 2024 E-Ray wheels including that it will have both versions of the Z06's carbon fiber wheels — actually also a third carbon fiber wheel with a new, blue perimeter stripe.

Additional surprises include that there is a plug-in-hybrid charging port door, so it now appears that the E-Ray will be a mild hybrid. But please do not let that fool as to its capabilities for we even saw it had a "ZER" performance option showing additional aero and even a wing. Its tires and wheels are Z06 sized, and with its electric motor driving its front wheels, yes "AWD," a performance number that most often is coming up for the E-Ray is faster to 60 MPH than the Z06, with the E-Ray coming in a 2.5 seconds (some saying faster than that).

As to additional weight, we separately saw a GM document with a target design weight of 3,900 pounds so roughly +200 pounds more than the standard Z06 without the latter's weight reducing CF wheels and carbon-ceramic brakes.

The E-Ray will also have a "ZER" performance option! [Bit.ly/3vgrgzw](https://bit.ly/3vgrgzw)

The leak confirmed its main engine will be a version of, or perhaps identically to the LT2 — even showing in the first link above, an LT2 clearly through the coupe's hatch glass. As to its combined electrical power level, many are guessing a combined 550 HP and 600 HP — but those are pure dart-board estimates at this time.

Lastly the reveal showed us both having standard all season tires and PS4's on its ZER performance version.

Which brings us to the E-Ray's reveal: WHERE and WHEN??? That is unknown at this time. We see predictions from just a month away to the late April Bash, to the middle of or late spring and more. All are purely predictions for that part of the E-Ray future has not been leaked.

We have read posts however several noting that it was too long between the Z06's reveal and the first customer cars being received, so perhaps GM this time will have the E-Ray's reveal be very close to the start of its first customer cars going down the assembly line? When is that going to be? Again another unknown, but the most common estimate is around August or September. We hope for the E-Ray's reveal fairly soon to start answering all those still-unknown questions.

Lastly, Christmas Day brought us a present of video of an E-Ray playing in the snow: [*bit.ly/3WpVWtP](https://bit.ly/3WpVWtP)

Less we forget our C8 Stingrays' rock; the Stingray continues to receive massive praise, e.g. these two recent two (2) Stingray awards/accolades: [* bit.ly/3VplF4i](https://bit.ly/3VplF4i) * bit.ly/3GdjVXI

Z06 news: Meanwhile what is happening on the Z06 front? One new option was just revealed, the body-colored trim one, e.g., option code "EFY" that many chose on their C8 Stingrays and on the C7's too.

That will start with the next Z06 allocation batch. GM has not yet formally announced when that would be, but in my talking with quite a few top Corvette dealership specialists and seeing the internal GM schedules, and MECF just breaking new the 2023 GM Consensus calendar. All are estimating that the next Z06 allocation batch will start on February 22nd (when dealers who are getting one or more allocation are ONLY told that specific amount). Then on Thursday, March 2nd they would be told whether and what are the ordering constraints on their specific orders—with orders formally going then into the 6 day DOSP process.

What about the continued shortage of Z07's and Z06 complete carbon fiber aero packages that started in the first, August 18th allocation process? Candidly, it has gotten worse, for the 2nd Z06 allocation batch not only had a 100% constraint on both those complete aero options (T0F and T0G), but added in an

other 100% constraint on all carbon fiber (both carbon flash and visible carbon fiber) for the splitter and the rockers.

That means that not one Dec 1st second-Z06 allocation batch got a single carbon fiber aero component. Even more for it also means that all Z06's accepted then did not have a single splitter option. Will this continue into February's third-batch of Z06 allocations? Most believe it will, that it will continue to be a major problem. But might instead of some of those options being completely constrained, might not instead a very small number of orders allow some of the aero options included?

We hear repeated comments from many different sources that GM is working on securing an additional carbon fiber supplier, but as of yet while we think this is occurring, it has not yet officially been announced.

There is probably going to be one major additional Z06 option officially becoming available for the February/March Z06 allocation process, the availability of the Engine Build option, "PBC" (Performance Build Center), for those orders.

This would be consistent with BGA Plant Director Kai Spande's Corvette Museum "BGA Update" seminar on September 1st when he announced that starting in the "second quarter of 2023 the build your own engine program would begin." What would be option "PBC's price? It was \$5,000 during the C7 generation but building the LT6, as it is a dual overhead camshaft motor, is taking engine the PBC Engine Assembly Technicians more time to build than either of the supercharged C7 Z06 and ZR1 engines did. So \$6,000 for PBC? Or more? Or still \$5,000? Stay tuned.

What is happening with Z06 production? The good news is that it continues to grow, with just before the Christmas BGA annual holiday vacation shut down (7 work days in total), 18 customer Z06's were made in one day.

We now have confirmation that 450 customer Z06's have been completed. While 18/day is a far cry from initial customer production when only one Z06 was being made daily, it is still approximately one-third of the daily 50-55 unit Z06 production daily rate that Kai shared on September 1st as the Z06's post-ramp-up, daily production goal.

How much power is the Z06 really producing?

We know GM uses the SAE testing method, their taking five routinely-build LT6's, putting each of them on the dyno, throwing out the highest and the lowest ones, and then averaging the three remaining ones. That process showed that the LT6 produces 670 HP. However, we have seen on dyno testing recently showing repeated 640 REAR wheel HP results and a second one showing 611 REAR wheel HP results. Might GM have slightly underrated the LT6?

ZR1 testing in process: We believe that GM is testing it, i.e., based on GM President Mark Reuss' comments about two Corvette performance models coming in the 2024 model year, it could well be that he was referring to the E-Ray and the ZR1 — the latter as a late 2024 model arrival??

As to the often raised question as to when the 2023 production year would end, we do not have any idea. GM has had for several years as its annual goal to return to its normal production cycle which was starting to produce the next model year's first customer cars in around July/August. However, candidly they have not met that goal the last few. Thus, when will the 2023 model years end and the 2024 model year start???

Meanwhile as you read this, it appears that GM already made 21, 000, 2023 Stingrays. Demand remains strong with one major dealer still having literally over 1,000 on his list, and in my conversations with smaller, local to me dealers, many have stopped even adding Stingray's to their ordering lists because as one put it, "even without my not taking any deposits on them, delivery of even the Stingray is so far out, it just would not be fair to my customers to give them even hopes they will get one for years." And if that is how he characterizes his chances of delivering Stingrays, what about Z06 deliveries? And how will adding the E-Ray to the single BGA assembly line during 2024 and perhaps further adding in ZR1's toward even the end of the 2024 model year work? All good questions, but there are no real answers to any of them.



Meanwhile the 2024 Z06 GT3.R is caught testing at Sebring: bit.ly/3GeFfvJ

Here is what this purchase-able version will closely look like (at least for the twenty race teams able to buy it.

As many are now fighting cold and snow and ice, it is painful but mega thousands of our Corvettes are now in winter hibernation. To those who are weather-wise able to still drive at this time of the year, please put on

extra miles on yours to compensate for ours being asleep. May 2023 bring you'll great Corvette dreams AND experiences!!! John

Where and when was this??





Lunch aboard the Portland Spirit was a success and everyone enjoyed the cruise and lunch fare.



MY LIFE – THE AUTOBIOGRAPHY OF MILLIE A 73 CORVETTE – CHAPTER #4

By: Paul Ennor



Hi everyone, It's me again, Millie, the 73 Corvette roadster. When I left you in the December cliff-hanger, I had just been the victim of a suicidal Datsun that left me with a bunch of crushed fiberglass. Well, dad rushed me right back to the body shop where I had received my new red paint job only a few weeks before. The Datsun's insurance paid for a complete rebuild of rear-end. I got a brand new one piece fiberglass rear section, new chrome bumpers and again a brand new paint job. I was as good as new and ready to face the roaring 1990's in style. I was 20+ years old but I felt good. Dad put in a new clutch and I got a new soft top which he and two of his friends installed one Saturday afternoon.

Life for me was gradually changing though. Dad and Mom had two kids and I was no longer the center of their lives like I had been back in the 70's and 80's. They had to buy a car that worked for four people. It was a new 79 Camaro, and the four of them mostly drove the Camaro. They still took me to club meetings, car cruise-in's, and on some club drives. I wasn't completely left out but I did spend a lot of time in the garage. They sold their home in 1988 and bought Dad's childhood home from his parents. It was bigger but still only had a 2-car garage and a car port. I got the right hand garage stall; the Camaro got the left side and one of dad's "other" vehicles had to sit out in the weather or the car port. Sorry (not really). As the 80's went along I was staying warm, dry and safe in the garage for the most part. Then one day dad brought home a 1959 4-door Chevy Belair and gave it to mom for her anniversary. Then he sold the Camaro. I worried. What might happen to me? "Will I he sell me too"? I asked myself. They had that old Chevy repainted, reupholstered and rebuilt the engine and gave her a more modern transmission.

We shared the garage together. It was obvious that Dad and Mom loved us both. I was for fun and show. The old Chevy was the work horse. She'd haul six people and a ton of cargo with ease. Sometimes we'd go to car shows together. That old '59 always seemed to get more attention from the public though. I was getting up there in age but not yet old enough catch the public eye like that old Chevy. It was Ok though.



I was still Dad's number one car. I got more of his attention and when he wanted to take a dive alone, I was always his choice. My life went on like this throughout most of the 90's. Then in 1999 Dad retired from his job with the State. To celebrate dad and mom signed up to go on the 1999 Hot Rod Magazine Power Tour.

It would be an epic drive from San Bernadino California to Nashville Tennessee. I hoped that I'd get to go but, no, they left me home and took the old Chevy. I was kind of sad but I understood. I just didn't have enough room for the luggage for a trip like that. I stayed home safe in my garage. I was semi-retired. That's how I saw it.

Dad finally sold the old Chevy bought mom a brand new 2011 Camaro. She loved it. Dad, not so much. That made me his number-1 car again. Three decades plus and I was still "his car". Then fate and reality merged together, not in the best way.

One fateful day in 2011 Dad had a stroke. I sat in my garage while he was in the hospital recovering and rehabbing before he could come home. It was then that I found out that his left leg had been adversely affected. He had learned to walk again with a cane but try as he might he was just not able to use my clutch safely because the feeling and sensation never returned to his left leg and foot. He tried to drive me a couple of times and I helped him along the best I could but in the end, he quit trying. I just sat in the garage for months.

Then one fateful day a stranger came to visit. Dad was showing him everything about me. Dad was so proud of me.

He told the stranger how I was all original. How all my numbers matched and why that's important to Corvette people and how it affected my market value. Dad said, that he would never sell me for a dime less than \$30,000. That's when the stranger said, "That doesn't scare me"! And before I knew it dad agreed to sell me! I WAS HEART BROKEN! The next Monday the stranger, his name was Norm. Norm, was to come pick me up. "NO!" I won't go! I refused to start! Then Norm, the stranger, called a flat bed and hauled me away from the only family I'd ever lived with. I was scared. And as it turned out for good reason.

I was taken directly to a mechanic someplace in Turner. It was there that the terror began. I needed new paint, new interior and a new soft top. I hoped that maybe this Norm guy was going to get me restored and looking fresh again. I was so wrong. Those mechanics pulled my stock 454 engine out. Then they sent it someplace where it was to be "rebuilt. No, not rebuilt, cannibalized. They shaved my block, removing my serial numbers and my whole identity. They took off my factory intake and carburetor and put on some ugly after market stuff. They stole my tach-drive distributor and hacked in an electronic monstrosity without a tach drive. Now my tachometer wouldn't even work.

I got new high compression pistons, and a different cam. They put a new heavy duty clutch in. I was now a pumped-up 400+ HP monster that need premium gas. I felt strong but I didn't feel like myself anymore. Then my new owner took off my beautiful mag wheels and put stock wheels back in their place with some ugly red strip tires. I hated how I looked with those wheels. So, my new owner, Norm, took me out



for a few drives and parked me in a tractor shed. I don't think he liked what he did to me either. He called Dad one day and asked if he knew of anyone who might like to buy me because he was done with me.

Dad and mom said immediately, "We'll buy her back!! And so, they did. I found out later that they paid way too much to bring me home. Meanwhile, because Dad wanted to still be involved with Corvettes, he had purchased a 1982 Collector's Edition Vette with an automatic that he could drive. But

I was grateful. I was back in my familiar little garage.

I was still in need of cosmetic work. My originality had been ruined and lost. To return me to anything resembling that Corvette that dad had fallen in love with in 1973 would take tens of thousands of dollars and dad would still be unable to drive me with his bum leg. But I was home. With my family. Sitting mostly undriven except when Lisa, Dad and Mom's little girl, now 42, takes me out for a short drive.

Now Dad has two Corvettes. He never named the 82. It's just a dirt colored C3. I guess "Dusty" might be a good name but that's my opinion, not Dad's. Dad drives the 82 to club events and meetings because he's able to and leaves me home because he has to, but I know who he loves the most.

And that's my story.

Millie

Where and when was this??





C-5 CORNER BY KENT MUHLE

Just like that another year is gone, and I have to learn how to write 2023 on stuff. Happy New Year everyone, but as I write this, does anyone but Buzz, Paul and I read this thing?

Last month we talked about adding more ponies to the mix. If you've followed my formula so far, you now have 400 to 450 HP, and a chassis to put it to the ground properly while still retaining good street manners and driveability. The Amish Vette was brutal on an autocross course, and with 190,000 miles on the ODO was my daily driver until getting run into this Summer. At that point he still got 32 MPG at 70 MPH, and usually 20ish around town. Unless I asked him he was very well mannered, and acted like any other M6 Z51 until you pushed the skinny peddle all the way way down.

You want more power? Lesson #1. Yer gonna break stuff. Please read that again.....Each generation Vette is designed to handle a certain amount of force, both lateral and longitudinal.

We've not talked yet about anything other than street driven cars, so we've not stressed the lateral stuff simply due to using reasonable tires, but the horsepower available to mere mortals today stress all the driveline components to levels unheard of in the years these cars were conceived.

Adding 100+ HP to your C5 is going to eat up your clutch, stress your motor mounts and trans mount past their design limits, and show you all the weak points in the tranny, rear end and axles.

Besides, all that extra power will require a total rethink of the rear suspension unless your goal is to become a drifter. Obviously adding serious power requires serious thought and planning. Power is nothing without control, and when I autocross I actually take power OUT of the Amishvette so I can exit the corners more smoothly. On a road course I leave the power in, and on a drag

strip I add all the fuel and timing I can get away with. It's all about the balance....LS1's are wonderful engines. They work hard, live forever and respond to simple modifications.

Everything you change will have a trade-off though, so do your research and ask questions. One of the biggest regrets folks have with modifying their C5 is with headers.

The stock exhaust manifolds are a pretty efficient system, and although a good set of long tube headers will add power they also add heat, noise, and create ground clearance issues. I've not felt the tradeoffs to be worth it. I have changed all the pipes from the manifolds back however, and am very happy I live outside the DEQ area.

Cam selection also gets folks in lots of trouble as they tend to get WAY too big of a cam for the application. A big choppy cam sounds cool, but is pretty tough to live with in a true street car.

There are at least a quadzillion different combinations for your LS, but the best approach is to determine your power goals, and talk with an engine

builder about putting together a cohesive combination to achieve those goals. Think it all the way through to the rear tires, cuz nothing will ruin your day like testing your new motor by blowing up your differential on the first hard pull. For about the same money as heating up your LS1, you might consider swapping in an LS3. There are tons of articles out there on how to accomplish that, and our own Dan Motley stuffed a 485 HP Crate LS3 in his C5 earlier this year. Looks factory, runs like a dream!!

Whether you modify your existing LS1 or drop in an LS3 (how about an LS7?), you're gonna need to upgrade the drive-train for these "Phase 2" mods. Next month hang on, we're gonna get stupid with "Phase 3".



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.

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