



GLASS SASS

VOLUME 46, ISSUE 3 MARCH 2023



WVCA President
Kelly Smothers

Greetings Vettters.

Saturday, 15 April WVCA members and their cars are meeting up with us at Walery's Pizza at 1555 Edgewater St NW, (that is in West Salem across the bridge) for the 94th annual **Cherry Blossom Poker Drive**. Registration and the run begins at 9am. I sent out a form to let me know you're coming. Thanks for replying.



This event is a fundraiser for Salem Auto Club Council. Last year this event collected 303 lbs. of food and \$330 in cash for the Marion Polk Food Share. The Salem Auto Club Council voted to donate all of the proceeds from the sale of the poker cards, \$1,050 to two charities: Boys and Girls Club of Salem, Marion and Polk Counties and Northwest

Vintage Car and Motorcycle Museum, Speedster Program.

This is an outstanding event, buy a poker card, drive around to 7-8 or eight stops, (did I mentioned one has Ice cream and Pie?) see over 250 classic cars and a little bit of the central Willamette Valley.

The month of May starts the official beginning of the Cruise year (May through October) We are looking for cruise/tour leaders to sign up in advance and help plan some fun summer events. I'm keeping my article short so we have room for a couple tips and tricks documents on how to plan a cruise/tour and what is expected and what to expect while out and about in the sun.

Registration is open for our club show this June 17th. I don't have a lot of registrations from the club as of yet. Looking forward to everyone coming out for a day of socializing.

Drive safe and smart out there.

#SaveTheWave
Kelly

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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>

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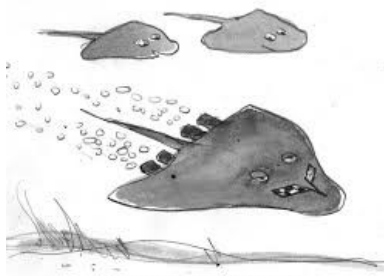
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

MARCH 2ND 2023

Treasurer's Report:

Route 99 for Dinner 14

Welcome some Members that haven't visited for a while. Welcome Ron Smith, President of the Museum.

New Visitors: **Jeff Penick** 2006 Z06 Silver, Sent Signup form through the mail

Vote New Member: Robert Hill Voted in: Kelly moved to vote 1 new member, Joe seconded. Welcome

Birthday Announcements:

Ken Outfleet 1-Mar

Della Edwards 2-Mar

Dave Schwerdt 2-Mar

John Edwards 3-Mar

Richard Grabotin 3-Mar

John Hendricks 12-Mar

Bill Selman 13-Mar

Jennifer Anderson 16-Mar

Shelly Paddock 24-Mar

Sandra Kafka 29-Mar

Julie Schwerdt 31-Mar

February **Minutes:** One Correction Bob and Margrett Co-zart

The minutes have been distributed through the Glass Sass, hearing no further corrections. Minutes approved as printed in the Glass Sass.

Balance in Checking	\$ 3,962.24
Petty Cash	\$ 140.50
Expenses for Name Tags	\$ 102.00
SACC Dues	\$ 30.00
Savings	\$ 8,312.54
Total	\$ 12,415.28

Kelly expects to pick-up \$5000.00 from Capital Chevrolet

for Car Show as well as 3 other sponsors that will be reported on later.

Need a motion to accept the Treasurers Report: Julie Motioned and was seconded by Larry Approved, None Opposed

Presidents Report:

Dru has been in the Hospital, Knee replacement. We wish her well and quick recovery.

Vice Presidents Report:

- March Jacket Night March 15th, 6:30 Casa Baez Sponsored by Larry and Cathie Raaf. Looking for Jacket Night sponsor role and explanation
- Monthly Cruise Sponsor – Need to take a drive and let people attempt to follow you. The cruise can be Saturday or Sunday or Both with an over night destination. If overnight you will be in charge of finding lodging.
- March 4 & 5th Salem Roadster Show. This weekend at Salem Fairgrounds.
- April 15th 94th Annual Cherry Blossom Run. We meet at Walery's and all cruise together. We will be manning the last stop at the museum here, same as last year. We need some volunteers for this role. The volunteers need to meet at Walery's at 8:30 to pick up supplies for our stop. We will be keeping all the supplies after the Event.
- May 13th Cascade High School Car Show – Turner
- May 29th Mary's Peak cruise with Hub City Muscle Car's & Classic Memorial day
- June 17th WVCA Glass on the Grass Car Show

- Stro's Wednesday Night Cruise-in begins first and 3rd Wednesday in June through August. Brent Strohmeyer Memorial Foundation.
- July 2nd Northwest Rod & Classic – Independence
- July 8th Springhill North Albany benefits Honor Flight
- July 29th Brent Strohmeyer Memorial Car Show – Sunrise Park Sublimity
- There are Flyers available for some of the Car Shows:

Committee Reports:

SACC & Area Events

- Mag Auction – Fairgrounds – Need 25-35 people to drive cars on stage, security. Help park cars. May 17th – 20th. Donation will be given to car clubs and SACC if you volunteer.. If you want to Volunteer contact Joe.
- Invited Cascade Car Club to our Cruises, maybe the members would like to put both clubs together. This would be nice since they don't do cruises
- Ron Smith gave us a talk about the Museum Events.
- NWVCMM Representative: Wayne Kreger Wayne was not able to attend
- Bowling Green Update: NCM Birthday Bash April 27th 2023 – April 29
- PNW Caravan August 22-28, 2024
- Corvette Caravan to the NCM August 29 -31, 2024

Car Show Committee – Glass on the Grass 55th Anniversary Bash June 17th 2023

- Registration has gone live. There are not a lot of our members signed up at this time. Don't forget to register.
- Porta Potties are contracted. Saved \$500-700 dollars with local business
- Working through the Contract with Powerland currently.
- Met with Capitol Chevrolet, have another meeting this Friday
- Have Insurance proof for show – Crossroads Insurance
- Andrea just Ordered a couple T-shirts designs
- Food trucks are responding, Double JJ, and a couple others
- Kristi Rohm created flyers that need to go out to local auto parts stores, please take a couple and pick a store and show up with scotch tape and a flyer and ask if you can post it on the window. I want to thank Kristi for putting up with my 10pm ideas, her ideas are really perfect. Thank you my dear!
- Reviewing corvette class parking signs
- Need to look at tent age, perhaps this Sunday with Joe
- Looking at credit card machine on site. \$5.00 a month
- I have a manual process to register for the show completed, it is the same price as the online registration. Considering an Auto Corral to sell vehicles for sale.
- Need help with sponsors. The emails and direct contact with sponsors has produced four sponsors at this point. If you know of a business owner that might be interested, please feel free to contact me and help me get the information out. I have documents

that can be sent.

- I also had zero vendor interest. S, again if you know of someone let, please me know.

Old Business: Yellow Book \$6.00

New Business

Tech Time: I added new mirrored synchronized tail lights on my C6 Pretty Awesome!

Andrea – Custom Engine Plaque, you get it in different color has all the information about your Car and engine.

Smoker and vacuum system

Good of the Order:

Jamilah is looking for Corvette Jacket to purchase and emblems. Andrea Massey can sew it on the Jacket, she does a wonderful job.

Corvette Trivia: Andrea Smothers
How did Corvette Market C7 – Computer Game Gran Turismo download 500k times

As we look at the C7 Stingray's chin spoiler, which looks it has teeth, any idea why Chevy went out of its way for this design. The results of complicated regulations to protect pedestrians. One ticket each winner
1st Question Jamilah
2nd Question Larry

50/50 drawing: \$65 to club, \$25.00 each Ed and Larry

Dues are needed for those members that have not paid.

ADJOURNMENT



Mid Engine Monthly Update's Latest Stingray, E-Ray and Z06 News *John Elegant*

Starting out with brand new information on the 2024 GT3.R Corvette, what is different about it from the C8.R? Here is a fascinating Corvette GT3.R article and pictures thanks to Racecar Engineering magazine. <https://bit.ly/3KIJJNU>

More GT3.R info here thanks to MotorAuthority: “The new Corvette Z06 GT3.R race car made its debut over the weekend during the [2023 24 Hours of Daytona](https://www.24hoursdaytona.com/) and will be offered as a turnkey solution for customer teams. It will be ready in time for the 2024 motorsport season, Chevy has confirmed, that it would be eligible for multiple competitions (both sprint and endurance) where it would compete against other race cars based on, for example, the Aston Martin Vantage and Porsche 911. We can expect it to compete in the GTD Pro and GTD classes in future seasons of the IMSA SportsCar Championship, as well as the comparable GTE Pro and GTE Am classes of the FIA World Endurance Championship.”

<https://bit.ly/3SxKqyh> . Following picture thanks to GM/MotorAuthority.



What is left of 2023 Corvette production? Since GM has yet to share the 2023 ending date we of course have to consider history and GM's internal planning goals and make our best guess as to when the current model year would be ending. We know that GM has the last few years GM tried to get back onto its longer term, most-often EORP (end of retail production) being the end of June, then taking the entire July 4th

week off — especially when there will be more than incidental next model year enhancement features, and then to start the new production year (SORP = start of regular production) the Monday thereafter that July 4th vacation/re-tooling week. But all you smart readers know that nothing like this has happened at least the last three years so what guarantees do we have that that schedule would be followed this year? Absolutely none, although more than one birdie has whispered that GM has tentatively scheduling around that timeline for this year. IF so, that would mean that 2023 production *could* end on Friday, June 30th.

Corvette production this year has greatly increased over the 2020-2022 years. The first three years of C8 production averaged a little over 24,000 units annually. However, through February 2023, production is at approximately 26,000 completed Stingray and Z06's. With four more months of 2023 production and using the previous, actual number of C8's already built monthly this model year, projecting that forward for March, April, May, and June, would give us an estimated total 2023 C8 production rate of 35,000 units. Looking like, again we all know projections are just that, that this year would be by far the best C8 production year. But as always, we will know the future the day after it has occurred, especially in this manufacturing-supply-chain messed up world.

What do we already KNOW are going to be the 2024 model year Corvette changes/enhancements? From GM in writing we know:



Colors: White Pearl Metallic, Caffeine and Elkhart Lake Blue will disappear, being replaced by Riptide Blue Metallic, Cacti (a light pastel green) and Seawolf Gray Metallic. GM pictures of the all three are here: <https://bit.ly/3EEG7sv>

Enhanced Safety: All Corvettes will have a “roster of driver assistance technologies including Lane Keep Assist with Lane Departure Warning, Forward Collision Alert®, and Following Distance Indicator.”

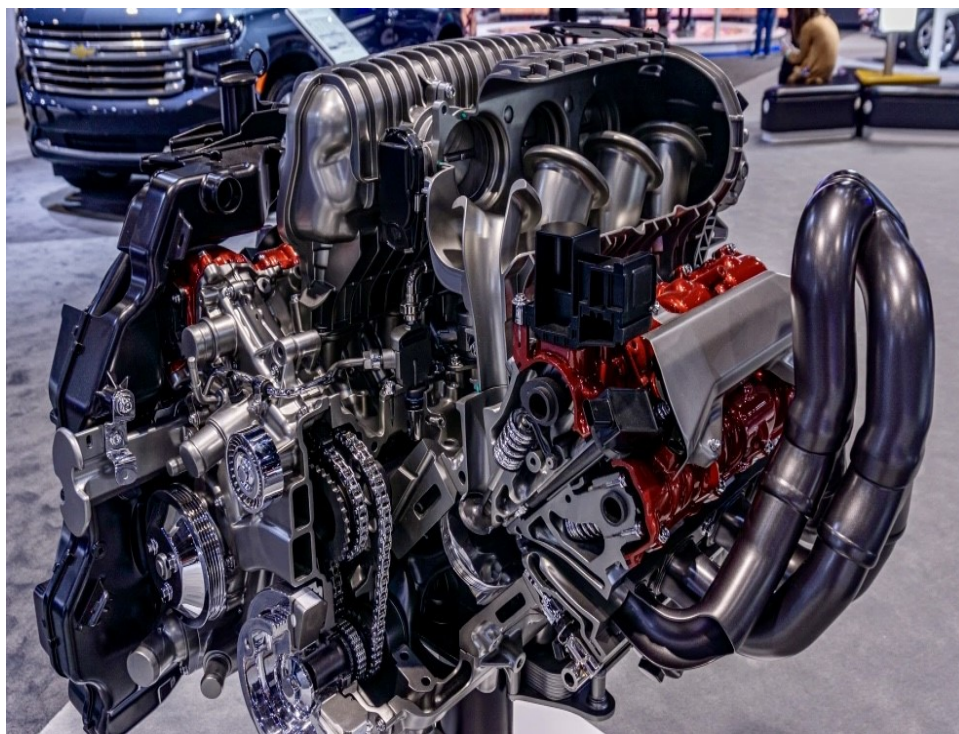
Predicted but not yet GM confirmed, is the introduction of a soft-touch, auto frunk lid closing (just as the rear trunk now does). Might there be more 2024 enhancements? We are going to have to stay tuned for, or be at the late April National Corvette Museum Bash. Rumors persist of one more new option for 2024 but at this point just a rumor. If so, imo it would be a really good option.

Shifting to the E-Ray, want more new technical E-Ray information via a video interview of Corvette Chief Engineer Josh Holder? <https://bit.ly/3m6Dk4T>

The questions I have so far been most asked about the E-Ray are, “when can I order mine,” seconded by, “when will I get it?” The answers to the first one is known, that, again per Josh Holder is that “later this year we will take customer orders and start production of the car.” What he did not directly answer is when the first customers will get theirs. Based on all that I have been able to learn, the first customer deliveries of the 2024 E-Ray *could* be either in January or February of 2024. But as always, we all have learned that GM’s schedules are “tentative, subject to change” — and who can blame them in this future-uncertain world we all live in.

What is most amazing is how the Corvette team has integrated not just the complete Stingray’s 495 HP LT2 engine but with the separate, 160 HP electric motor in an AWD configuration that operates seamlessly to the driver, getting both 0 to 60 MPH and the quarter mile times faster than the Z06.

Are the hybrid E-Ray’s battery and electrical components designed primarily for better fuel mileage or better performance? That answer is clear by the E-Ray’s 0-60 time of 10.5 seconds, and its quarter mile time being 10.5 seconds (both faster than the Z06 by a tenth of a second). True there are some non-performance enhancements due to the e-Ray electrical components, and while they are nice — such as the ability to operate it in stealth mode to sneak into or out of your neighborhood on pure, silent electrical power at 4:00 AM, but they are ancillary to the E-Ray performance capabilities. However lest we forget, the E-ray super-distinguishes itself by having a first time in 70 years, major Corvette attribute, e.g., all-wheel drive. Expect with its standard Michelin all season tires, it will easily go through 6” inches of snow, and be very sure footed in driving rain, even in light icing conditions. The E-Ray has both is standard all-season tires for its regular version but also as part of its “ZER” performance option, the substitution of identically sized to the Z06’s Michelin PS4’s. A nice by-product of the E-Ray’s tires is that for Z06 owners is as the tires and wheels for both versions are identically sized, the debut of the all-season tires on the E-Ray will mean that Z06 users who want more bad-weather driving capabilities would be able to put the E-Ray’s A/S tires on either the standard Z06 or the Z07 track version.



As noted by Chief Corvette Engineer Josh Holden, the new A/S tires, besides being the biggest ever offered by Michelin, have “tremendous dry weather capabilities,” e.g., his quipping unlike earlier A/S tires which quickly performance suffered in summer time driving. {All E-Ray info above thanks to Corvette Today’s interview of Josh.} Did you see the improved E-Ray visualizer? <https://bit.ly/3XYxYWx>

Meanwhile getting to the Z06, during the last month we have learned additional, detailed LT6 information thanks to an article by Don Sherman and Larry Webster of Hagerty: <https://bit.ly/41v3oXs> Also a new vid-

eo debuted giving us a slightly different LT6 tour: <https://youtu.be/5VeTVBOO8-Q>

Still want more detailed info, this third video shares how the C8 Z06 is made within BGA. This excellent video by “savagegeese” gives us access to inside the Bowling Green Assembly build process in a way we have never seen before via something like a “Buyer’s Tour” video style — but coupled with additional engineering/ production information. <https://bit.ly/41uzva4>. Below picture thanks “Internal Combustion.”

For those considering a non-traditional Corvette way of acquiring their C8, there is (and has been since 1995) the National Corvette Museum’s “R8C” Museum Delivery option — a day devoted to presenting you your new C8, including a tour of the Museum, and also a Bowling Green Assembly Tour. Here is a GM video about the R8C experience: <https://youtu.be/JwNR0TdnbW8>

For further details about what that program entails, here’s a quote from the NCM web site: “The Delivery: The customer arrives at the NCM with up to three additional guests of age 10 and up, total (4) and is welcomed with signs commemorating the event. A personal, special VIP guided tour of the NCM is conducted where they will see their Corvette on display. Next, a member of the NCM Delivery Team provides a quality orientation followed by a thorough delivery presentation of their new vehicle.

A unique gold decal is placed on the inside of the drivers’ door jamb to signify the importance of this memorable occasion. Customers also receive a personalized interior dash plaque, personalized wall plaque and an individual photograph in front of the Museum – weather permitting. Additionally, customers have the opportunity to purchase exclusive [merchandise](#) showcasing the “R8C Museum Delivery” logo, [bricks](#) in a special commemorative section, and build sheets/window stickers if available, during the program presentation.

Deliveries can also be viewed world-wide via our live [webcams](#).” If in doubt if that option were to become part of your next new Corvette delivery, I highly recommend your spending some Monday-Friday time on the webcams. An R8C delivery of our new Z06 this spring will be our second Museum Delivery. A link for more NCM information... <https://bit.ly/3IB11tw>

Here is to spring arriving early where you live so especially for those of you who had to put their Corvettes away during winter, you soon get to resume miles of Corvette driving smiles. John

How to host a WVCA event: Monthly Cruise/Activity

The monthly cruise/activity is what you make of it. Hopefully this quick guide makes it easier for members to organize activities they and the rest of the club will enjoy and talk about for years to come.

WVCA schedules one *member organized* cruise activity per month May thru Oct. The Cruises have historically been scheduled for the second weekend of the month (Saturday or Sunday). However, if you want to host a run, do so on your free day. Just plan it enough in advance that members can get it on their calendar. The member organizing the event can pick a Saturday, Sunday, or an overnight trip. No one is an expert on cruises, the idea is to pick a starting place, a place to get food/gas, socialize, have fun and then come home safe. Just lead the way.

What does organizing the cruise/activity entail

It's a lot like jacket night but on a bigger scale. You don't even have to know exactly what you want to do when you sign up. I would suggest that if you want to organize an overnight trip or an activity that requires prepayment, to at least notify the vice president 3 months in advance. This will give more time for club members to sign up, pay, and those that need to get reservations time to do so. You don't have to do this on your own; you may also see if other members would like to help coordinate.

Here are some easy steps to help plan.

1. Sign up to organize a cruise or activity.
2. Pick a month. (May through October)
3. Decide what you want to do. Really, where do you want to go?
4. Determine the route
5. Determine start time
6. Plan the route. (Some members pre drive the route, to make sure the roads are good. Not a requirement, Waze or Google Maps works great)
7. Try to stay away from gravel roads (Corvette owners hate gravel)
8. Plan a basic itinerary: start, rest, stop, eat.....
9. The route will help determine the appropriate time.
10. Plan bathroom/fuel stops (C1-3 love fuel)
11. Make reservations at the restaurant, hotels and or activities.
12. Start with a reservation of around 30 (that is our

average attendance)

13. If you are planning an event where tickets need to be purchased in advance, have members pay in advance and purchase the tickets, or let those that have signed up know what and where to purchase the required tickets before the cruise or activity.

14. If you're planning an overnight cruise, you can usually reserve a block of rooms that WVCA members can call and get reservations from. Some hotels will provide a discount such as AAA or Senior Discount. They usually have an amount of time the block of rooms are available to reserve. As the organizer, you may have to call and release the unreserved rooms, or you may have to pay for them. Be sure to check in advance.

15. Notify the Vice President of the Club, with the itinerary and specifics including signup cutoff date.

16. Confirm your reservations and notify them of the final count, a few days to a week before the event.

17. Create an Itinerary & map and make it available for each car. This will help all cars make it to the destination if we get split up. Or make sure they have the address for google maps/GPS

18. On the day of the cruise, you will lead the group in the day's activities including the drive.

Have fun with your fellow WVCA members.

The club will do the following.

- Update the website events calendar.
- Create a Facebook event.
- People may sign up on Facebook by saying they are going. They may not have signed the sheet at the meeting.
- As the organizer you will need to check the Facebook event for participants.
- Create and pass out the signup sheet at the Monthly meetings.
- The completed sign-up sheet will be given to the organizer at the signup cut off.
- Create and send at least two emails to the club. One to let everyone know about the event, with all the required information. Second email with the info as a reminder (usually one week before the event or signup cutoff date). Members may respond to the emails letting you know they want to go or that they can't make it.

Suggested Cruises or activities. (Small list of possibilities)

- ◆ Oregon Natural Wonders: Caves, Waterfalls, Painted Hills, Coast, Mountains
- ◆ Oregon History: Covered Bridges, Ghost Towns, Museums, Lighthouses
- ◆ Activities: Train Rides, Boat Rides, Camping (may not involve your Corvette unless you're Kent)
- ◆ Destination Food: Cowboy Dinner Tree, Food festivals,
- ◆ Destination restaurants: Rogue Brewery, Pelican Brewery, Depot Bay Brewing, McMenamins, Gearhart and Lincoln City
- ◆ Driving Experiences: Track day, Woodburn Dragstrip, Best Roads of Oregon.
- ◆ Pleasant morning, afternoon, or day drive.
- ◆ Learning: Maybe show the club how you detail your car for shows
- ◆ General Maintenance tips and techniques
- ◆ Car Museums – Brothers?

If you have any questions let any board member know they would gladly help.

GUIDELINES Some are listed below:

Adapted and edited by Kelly Smothers original author unknown. I'm sure someone knows.

The term: **“Cruise”** in Willamette Valley Corvette Association, refers to Corvettes traveling in convoy to a predetermined destination.

- ◆ Choosing destinations that can be reached by traveling roads known to be paved and free from excessive hazards is the first step to having a successful cruise. Traffic conditions, gas stations, rest room facilities, and restaurants along the route of the tour are variables that a tour leader should consider. One must consider all of the vehicles in the group. e.g. a '74 Corvette does not get 28 mpg like a C7 or new C8 does. More like 12 on a good day. Plan for the least efficient vehicle.
- ◆ Planning a cruise well in advance is best – though not absolutely necessary. Advance planning gives the tour leader time to check the route, time to publicize in the Glass Sass newsletter, email, Facebook or via a phone campaign. However, impromptu cruises can be a fun adventure. e.g. *“Hey everyone Let's go to Astoria tomorrow”*.

- ◆ Cruise information should indicate a time of departure, location of the meetup / starting place and the name and phone numbers of the tour leader. Destinations, time and distance of the tour and route can be included. Exact location of stops should be indicated – which will allow people who might arrive late to know a place they can join the tour. A map of the proposed route could be printed for each participant.
- ◆ Over the years WVCA has had a couple predetermined starting points: Going East, Home Depot Parking lot off Lancaster, Going West, Walery's Pizza in West Salem, Going South, Safeway parking lot off commercial, and Headed North, Harbor Freight Parking lot on Portland Rd.
- ◆ Drivers should meet before the start of a tour. At this time, the tour leader is responsible for informing each member of the tour about any last minute changes that may have been made since publication of the cruise. A meeting gives each tour member a chance to ask questions and possibly suggest additional ideas for the cruise. If the tour leader is so inclined, a 'strip-map' might be helpful to other drivers/codrivers.
- ◆ Handouts which give information about a tour are a good thing for the tour leader to provide. This is a good time to ask if anyone else is known to be coming on the tour who hasn't shown up prior to departure time. Tour rules should be discussed at that driver meeting. If you have a copy of the roster you will have all the phone numbers of members in case you need to contact someone
- Tour participants should arrive at the starting place a few minutes before departure time and be prepared for the trip. **Cars should be fueled and ready to go.** Tours should leave at the predetermined time and not later than 15 minutes after the publicized departure time. A current roster of WVCA members should be available to contact those who may have planned to attend but are not at the starting place.
- Corvettes will lead the tour; other cars with the tour should be at the end of the convoy. Yes you can bring the family wagon for a day of fun.
- Personal communicators and cell phones are very useful. Good communication will make the tour more fun, and can assist with vital communication in case of emergencies as well as routine lane changes. WVCA uses channel 6.6 on Family Radio Service personal communicators. (Route 66). Cell Phones are encouraged.

- Turn on your lights while on tour. Lights enable a tour leader to see the cars more easily in a convoy, and it also gives a signal to other drivers that a group of cars is traveling together. One little trick is to put a highly visible car at the end of the line, Velocity Yellow is a great color for the lead car to see at the end of the caravan.
- Drivers must obey all speed limits and traffic laws. Drivers should drive legally and courteously. A touring speed that is comfortable and safe for all should be established by the tour leader. It is nearly impossible to travel at maximum posted speed and keep a convoy together.
- Passing other Corvettes on tour is not allowed while in convoy unless a participant is clearly wanting to hang back. You should never lose sight of the car in front or in back of you. Otherwise passing should only be done for emergencies. Changing positions in a convoy can be done at rest stops.
- Always use turn signals and give plenty advance warning. This applies to the tour leader as well as each driver in order to let participants know as soon as possible when a turn is to be made. Oregon Driving Manual states that a driver should use turning signals at least 100 feet before making a turn or lane change.
- All travel should be in the right hand lane except when the group needs to pass a car that is not with the tour. When this is done, change lanes with caution. Unnecessary passing should be avoided.
- Leave enough room between cars to allow traffic to move through the tour. A convoy of Corvettes will attract attention. State Patrol Officers have been known to follow a tour to insure compliance with laws. Following too close is illegal. Oregon Driver's Manual indicates that a safe following distance is defined as 2-4 seconds space cushion when traveling below 30 mph; and, a safe following distance at speeds greater than 30 mph should be 4 seconds or more to allow time for you to make a decision and take action. When the road is slippery or conditions are compromised, you should increase your following distance to more than 4 seconds. Leave enough air space to allow safe stopping to avoid a crash.
- It is a beautiful sight to see when a convoy of Corvettes is traveling together and are spaced equally.
- A tour leader should plan in advance. When exiting freeways, the leader should lead the tour into the correct lane well in advance to allow drivers to make comfortable lane changes instead of making

panic lane changes before an exit.

- Racing, driving too close to the car ahead of you or reckless driving on the tour is prohibited and dangerous. Try to keep the tour together. When a car lags too far behind, it creates a breakup of the convoy and the tour leader cannot see all cars. It is a delicate balance between keeping equal distance between cars and not exceeding the speed limit. Gradual and steady acceleration and stopping is best.
- The best way to keep a convoy together is for each driver to look behind frequently, and don't drive away and leave the car that is following you. If you lose sight of the car following, slow or stop in a safe place until the driver following catches up. Let the trail car know what is happening. Cell Phone.
- Fuel and rest stops should be planned well in advance by a tour leader. Try to choose a place that offers a selection of different brands of gas within a close proximity. Break for about 15 to 20 minutes, and reassemble again at a predetermined time and place. A count should be done before leaving stops to ensure that members are not left behind.
- If your car stalls or can't proceed for any reason, use your emergency flashers and headlights to alert the driver ahead. Try to notify the tour leader by phone or radio. Try to pull off the road in a safe place. One or two drivers in the tour should stop to render assistance. Drivers who are not providing assistance – which could include traffic control – should continue to follow the leader to a safe place to stop. If too many cars stop to assist, it can be dangerous and a traffic hazard.
- A tour leader should continue leading the convoy until a safe and visible place is reached to stop and wait for other cars to rejoin the tour. Then, rescue efforts can be coordinated if a Corvette can't continue.
- Please keep the public image of WVCA in mind. Drinking alcohol and driving do not mix for any reason. Courtesy and safety should be the rule at all times.
- Should someone drive in an unsafe manner, become a safety hazard or an embarrassment to the group because of their actions, the tour leader – as well as fellow members – should take appropriate and responsible action to keep members safe, limit liability and preserve the reputation of Willamette Valley Corvette Association.

A journey can be as much fun – maybe more – than arriving at a destination if everyone keeps these rules and requests in mind.

“WHY?”

By: Paul Ennor



During a phone call with Kent Muhle last month, we discussed a subject that I thought might make for good reading this month. It seems that Kent and I have totally different reasons for owning a Corvette. During the conversation I told Kent that I was an Ed Cole kind of guy. Ed Cole was the legendary GM designer who came up



with some of the most beautiful cars GM ever built including but not limited to these Corvettes as well as numerous other famous and some infamous GM cars not pictured here because of space limitations. Go to Google and look for Ed's work to learn more. The point is this, I appreciate and love a great looking car with distinctive styling. When I go to buy a car it must look good. That's how I decide what car I want to own. I'd much rather have a car that catches people's eye than one that does 175mph on I-5.

On the flip-side, Kent Muhle told me that he's definitely a Zora Duntov type of guy. Zora Duntov is known throughout the Corvette world as the father of the Corvette. Actually, he's the father of Corvette performance. Zora made a performance sports car out of Ed Cole's Motorama show car.

Now, seven decades after these two legends collaborated to build the Corvette into what it is today, we are left with a vast wealth of new and used Corvettes to choose from when looking for a Corvette to drive, show, or just park in our garages.

To summarize; I want the coolest or most unusual looking Vette I can find. Kent wants the fastest Vette he can afford to buy and/or build-up to his liking. There's no correct answer to what's the best Corvette to own. That's totally subjective and very personal. What's perfect for Kent would not interest me much at all.

Strangely enough, as Kent and I talked on the phone that evening we found that although we come from completely opposite corvette viewpoints, we actually found that we both had several areas of agreement. We both came together like this, we both liked the 1957, the 1967, and the chrome bumper C3 Vettes plus the C5 body style. We also had similar dislikes that I won't elaborate on here. We also agreed to disagree on lots of other things like coupe vs roadster. That's OK. It's differences of opinion that keep things from being boring.

Now, my loyal readers, your challenge this month is to think about this question: “Why did I buy the Corvette (s) that I own and what would I buy it again today? And, “If you could have any Corvette in the world at no cost what would it be”? “Would you choose beauty over performance or do you demand both in one Vette? Think about it, talk to other Corvetters about this AND write a short answer or story then submit it to Buzz for publication in the next month or so. I think this could get interesting. Come on folks let's hear from you, OK?

..and I will start the ball rolling this month since I have extra space: I have had a lot of Vettes; all brand new and almost every generation. After a long period of GTO's (3) and Nissan Z cars (5), I got my first Vette in 1981 followed by '88, '03, '06, '09, '12, '15, '17, and currently have a C8 2020 and still have my '17 GS, so I do have some sense of the ongoing changes in the cars. I am concerned mostly with looks, although it is nice to know that, most of the time I can hold my own if someone wants to get childish.

They have all been roadsters except for the '81 and I have always hated the wind noise in these cars and the 2020 is no exception; they are all noisy. The ride has gotten progressively better, probably because of the MSRC introduced with the '03 Anniversary model. Anyway that's my deal and I likely will have a couple more before I fail to wake up on the green side...Buzz



C-5 CORNER BY KENT MUHLE

What a strange winter we've been having! Most Corvettes are tucked away safely, warm and dry just waiting for Spring. Some of us actually do drive our plastic cars year round though, Mr. Sims and the Warrior Princess being one example having just completed a road trip to California.

From what I hear, the Princess didn't melt, shrink or otherwise suffer much from the experience, and Stephen has some more cool stories to tell. I've always driven my stuff year-round, and if I only had one car at the time, the only reason not to drive it was if there was snow and ice on the road. I've not always followed that practice though, and have some stories of my own to tell.

My first sports car was an MGB roadster that I bought new from Pierre's Motors in Portland the summer of 74. That December my new girlfriend decided she needed to cut down her own tree for Christmas. I thought a 3' tree could be stuffed into the trunk fairly easily after removing the spare tire, so armed with a saw and a fifth of Brandy we set out to find the tree of her dreams. It had just started to snow when we got to ZigZag, so we found a side road and pulled over.

After turning down MANY great 3' trees, my GF landed on the perfect tree. When I pointed out that it was taller than me and wouldn't fit in the trunk she burst into tears. I was trying desperately to score points with her, so it was decided that if we put the top down and stuffed the tree between the seats and the top, lashing it to the roll bar, we'd make it. We headed down the mountain, with a full 5' of Douglas Fir sticking straight up behind us and a fair amount of it between us as well. And then it started snowing.... Hard!

Maybe it was the Brandy, maybe I was just showing off, but I figured I'd better speed up before the snow got too deep, and besides, if I went fast enough the snow blew up over the windshield and didn't land on us. What I hadn't accounted for however, is that the snow was building up on the tree and soon started to occasionally dump a few cups down our backs without warning.

I also hadn't accounted for the amount of attention we attracted, the responses ranging from thumbs up to folks just pointing and laughing. As it turned out, what started out as the perfect tree, ended up having a flat side from being exposed to a 70MPH snow-storm, and it took many hours to clean up all the fir needles and sap off that poor MG. Today I'm much older, slightly wiser, and would never attempt such a stunt again.

A few years back Alicia and I found ourselves driving the Amishvette up the Columbia Gorge Scenic Highway through Crown Point and beyond Multnomah Falls at midnight in January. I know what you're thinking, but there was no Brandy this time. It hadn't snowed in days so the roads were clear and dry, and the stars glowed brightly through our clear roof panel. Somewhere past Multnomah Falls on that narrow two lane road it felt like we were driving through a tunnel.

Stopping on the road we realized that just off the pavement was a literal wall of snow at least 6' high. We joked that if that wall collapsed we wouldn't be found til spring, and immediately got very quiet. I was looking for a road I'd found many years earlier that led to an amazing viewpoint, and thinking I'd found the right one headed up to find that magic spot.

After about a quarter of a mile the clear pavement vanished and we were stuck in hard packed snow and ice not being able to even turn around. Our only option was to back slowly down the hill and hope nobody was charging up at the same time.

Then there was the time coming back from the coast, again in the dead of winter with the Amishvette in beautiful clear dry conditions when the white stuff started falling. Ever come back from the coast on the Alsea Highway? Wanna know what it feels like to drive that twisty narrow road in a rear-wheel drive car on Summer only tires with too much HP? Let's just say that it took a week to get the pinch marks out of the seats..... Got any winter driving stories to share? Send them to me at Bu4you@gmail.com. As you can tell, Buzz will publish anything!!!

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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