



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 46, ISSUE 5 MAY 2023



WVCA President
Kelly Smothers

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April was a great month to get out, weather held for just long enough to enjoy the Salem Auto Club Council's (SACC) Cherry Blossom Poker Run. A note from SACC:

Thanks to all who attended our SACC 94th Annual Cherry Blossom Drive and Poker Run. It was a record breaking turnout selling 373 poker score cards and approximately 250 cars attending thanks to the dry weather and the enthusiasm of our Classic Car & Hot Rod community. Everyone enjoyed the 45 mile route taking them through the scenic Willamette Valley stopping at 6 interesting poker card stops.

The winners of the Poker Run are:

1st Place-\$100 Carrie McColly; 2nd Place-\$75 Pat Coffey; 3rd Place-\$50 Angie Stewart

The winner of the Battery Tender Jr. donated by Batteries NW is Glen Bond"

I want to thank Shelly Paddock and Wayne Kreger for managing the final stop of the run at Northwest Vintage Cars and Motorcycle Museum at Powerland Heritage Park. We ended up grading all the poker cards and calling out the three winners. We then went to, you guessed it, to lunch. What would a Corvette function be without a little food in the belly.

I also want to thank all the WVCA members that showed up for our first official event of the year with cloudy skies and cruise the route with us. We even picked up Jim Jacks part way through. ;) It takes a lot to stay together on those cruises, but Andrea and I had a great time with some very good friends.

I also offered to run a cruise to Lincoln City and Pelican Brewery on the Siletz Bay on Saturday the 29th. We ended up with 13 cars and again, some hungry people. I want to send a shout out to Pelican Brewery. They don't take reservations, but I called them up, and let them know that we were bringing 25ish people. They were ready for us, tables set up, and wait staff ready and waiting. I didn't not have a plan after lunch, so, the crew decided to take the long way home, down through Newport then back up 20, then through Kings Valley on 223. Great roads for corvettes.

I did not get any response regarding my plea for help with the club picnic, so I went ahead and requested Chandler's field at the museum for September 30th. The current plan is to kill two birds that day. September 30th is also Corvette Day in Sherwood at Portland Cars and Coffee. C&C ends at 1100, and that crew can drive down to Brooks for the picnic and have the picnic officially start around 1:00PM. Fall back plan will be inside the museum. Not quite as fun, but dry.

Our Corvette Show has 47 paid registrants at this point. Since this is my first time producing a show, I feel a bit uneasy about 100 entries between now and June. But I will keep the faith. If you have not signed up, I would really appreciate that you do. Also, this year at the request of a couple members, we will have a Corvette Corral for those that might wish to sell one or more of their Corvettes. If you might be interested, please contact me. Drive safe and smart out there. #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>

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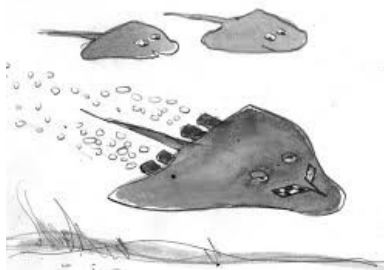
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

MAY 4TH 2023

Call to Order

Route 99 for Dinner 21

New Visitors: None

50/50 Drawing tickets being passed around.

Prospective new member application handed out - Dave

CALL TO ORDER: Kelly

Recognize New Guests and Introduction - None

New members that meet membership requirements to join? - Roger Webber, Jeff Pennick, Jim and Pauline Cleave Joe did the Motion and second Jamilah all were approved. Welcome

Name tags are up on the table

Birthday Announcements: Kelly

Rob Louthan 2-May

Terri Maness 7-May

Brent Wilson 8-May

Bob Koenig 11-May

Paul Ennor 16-May

Sid Wells 20-May

Pat Manrubia 24-May

Larry King 27-May

Approval of Last Month's Minutes: The minutes have been distributed to you through the Glass Sass. Are there any corrections? Hearing no corrections minutes are approved as distributed.

TREASURER'S REPORT: Brent Wilson

Here is the Treasurer's Report :

Checking	\$ 3,605.81	
Savings	\$ 8,312.67	(\$0.06 Interest)
Petty Cash	\$ 140.50	
Total	\$12,058.98	

I need a motion/ second to accept the Treasurer's Report. Julie did the motion and Shane 2nd. All those in favor unanimous.

PRESIDENTS REPORT: Kelly

Larry is really sick he is in the hospital with Pneumonia, COVID and Sepsis in the blood.

He was taken in by ambulance this morning and because I have been exposed I cannot visit him. His son took his phone up to him tonight. He is in Room 4006 at Salem Hospital, his direct line is 503-814-4006. Thank you Claryce

Cherry Blossom was a great time. 16 Corvettes attended 2 left early. No grasshoppers. Short cruise to Pelican Brewery south of Lincoln City on Siletz Bay. Great time there, and the ride home. Thanks. 17 cars.

VICE PRESIDENT'S REPORT: Joe

- Jacket Night: 17 May Julie and Dave MarKum Inn 36903 OR 213 Mt. Angel Or.
- Monthly Cruise Sponsor - Just means you need to take a drive and let people attempt to follow you. The cruise can be Saturday or Sunday or Both with an overnight destination. If overnight you will be in charge of finding lodging.
- 13 May Cascade High School Car Show - Turner
- 19 - 20 May Motorsport Auction Group car auction - State fairgrounds.
- 29 May Mary's Peak Cruise w/ Hub City Muscle Cars & Classics (Memorial Day)
- 2 June The Gut Car Show 1330 Hall St NE Salem Or
- 17 June WVCA Glass on the Grass -
- 2 July Northwest Rod & Classic - Independence
- 8 July Springhill North Albany benefits Honor Flight
- 15-16 July Cowboy Dinner Tree LaPine Or
- July 19-23 Valley Corvettes presents VetteFest 2023, Boise, Idaho Thu.-Sat.,
- July 20-22, 2023 - A couple of us are going over on the 19th.
- 29 July Brent Strohmeier Memorial Car Show - (Sunrise Park Sublimity)

COMMITTEE REPORTS:

- SACC & AREA EVENTS: Joe Peters
- NWVCM Representative: Wayne Kreger - Car members took their cars home and will not make the mistake again.
- Bowling Green Update: National Corvette Museum: NCM Birthday Bash April 27, 2023 - April 29, 2023
- Corvette Caravan to the NCM August 29-31, 2024.
- PNW Caravan August 22-28, 2024

Car Show Committee -

- Glass on the Grass 55th Anniversary Bash 17 June, 2023
- Registration has gone live. 50 +20 from last month, registrations as of Sunday 4 May.
- Contract forwarded to Powerland, no response.
- Andrea and Kelly are working with Brad and Kristi on ordering and printing shirts
- Double JJ BBQ, The snack truck, have coffee and truck working with Nancy's Burgers to bring in a truck.
- The decision to do a carte park the corvettes instead of by class saves us \$500.00 on signs.
- I have created a manual process to register for the show. It is the same price as the online registration. Considering an 'Auto Corral' vehicle sales. Members have some cars to sell.
- A few vendors have been contacting me now.
- Julie Schwerdt working on raffle baskets. Presented 3 baskets as examples. We need some help.
- Old Business: I have three patches left, and they are spoken for.

New Business: Name Tags to give out if you are here? No other new business. Shane Indy Cars, Labor Day Weekend Approx \$170.00 per person. This year its Saturday thru Monday. Shopping Car memorabilia.

Tech Time: Joe - Redline Bandit, Kelly - Pedal Commander, Andrea - not done yet.

Good of the Order: None

Corvette Trivia! 1 ticket each

In honor of today, May the Fourth be with you, tonight's trivia is Star Wars related, sort of: Luke Skywalker was played by Mark Hamill, as you probably know.

1. What was Mark Hamill's next movie to hit the big screen right after Star Wars? Corvette Summer
2. What actress stated in Corvette Summer? Annie Potts
3. What model year was the Corvette which was featured in the movie? 1973

50/50 Drawing: How Much to the club, how much to the winners?

**\$ 71.00 to club; Larry : \$35.00 ; Maggie \$35.00
ADJOURNMENT: 7:30**

Route 99 for dinner after the meeting.



Mid Engine Monthly Update: 2023 Stingray Pricing & Options and Z06 News

John Elegant

The price for the 2023 Stingray's MSRP went up to \$61,900. This is a just 1.6% increase and far better than most competitor brands have announced. It is truly amazing when that 1.6% increase for the 2023 Stingray is compared to many other OEM's, i.e., OEM price increases have been consistently at least twice what the Corvette's is for the upcoming year — and one OEM just adopted a 10% across the board price increase. Well done GM!

The 70th Anniversary SR is a \$5,995 extra cost option — unless you choose to add its optional dual, full length stripes at the typical C8 price of \$995. The package is not limited in terms of total numbers, i.e., if you want it and your dealer has a 2023 allocation for you, you will not be shut out.

20-spoke Gloss Black forged aluminum (19" x 8.5" front and 20" x 11" rear)



20-spoke bright machined-face forged aluminum (19" x 8.5" front and 20" x 11" rear)

New 2023 Stingray wheel options: Q9I = Black & Q99= Machine Faced; picture credit to "Z06WOT"

Picture thanks and credit to CorvetteBlogger.

Equally stunning is that none of the major options for the Stingray went up in price, i.e., such expensive components as the Z51 package, mag ride, front lift, the interior upgrades to the 2LT and 3LT trim packages **do not have even a \$1 additional cost.** A couple of the more minor

cost options actually had a price decrease. **KUDOS TO GM!**

Key new-for-2023, additional Stingray component option pricing increases include:

\$200 for the black exhaust tips;

\$595 for the interior aluminum black out trim;

\$995 for Gloss Black Q9I wheels

\$1,995 for Machined Q99 wheels

N/C for the complete Adrenaline Red interior IF you get the 3LT trim

More info here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/363977-2023-stingray-price-increase-only-1-000>

And while we are talking about deserved praise, the 2022 Stingray was just named the "Best Luxury Sports Car" by U.S. News and World Report. It was praised by them for its "value proposition, lightning-quick acceleration, precise handling, comfortable and well-trimmed interior, and intuitive tech features Pros of the new Stingray, according to U.S. News, include its sharp handling, blistering acceleration, comfy, posh interior, and useful cargo space; the only con they could come up with is poor rear visibility." Which competitors did it beat out to win this award? The Porsche Boxster, Porsche C amen, Porsche 911, the Audi R8 and 8 other luxury sports cars."

<https://cars.usnews.com/cars-trucks/rankings/luxury-sports-cars>

One other praiseworthy review of the C8 Stingray comes from Top Gear UK.

While historically the Europeans, especially the British automedia have not been kind to Corvettes, here is a YT video that I believe you would enjoy. It's title is: "**Sports car money, SUPERCAR SPEED: Chevrolet Corvette, 184mph, 480+bhp | by Top Gear:** <https://youtu.be/HMFQ0RvvsxI>

2023 Official Stingray Order Guide released by GM:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/362770-2023-stingray-order-guide-is-now-up>

First 2023 Stingray orders officially went in on Thursday, March 31st. This first batch is already closing in on status 3000 and if later GM confirmed, the initial 2023 Stingrays would start down the production line on Monday, May 9th.

The news on Z06 production is far different. As Josh Holder, Chief Corvette Vehicle Manager, and Harlan Charles, Marketing Manager, told us at Sebring race presentations, allocations for the Z06 are not beginning until later this summer.

Of course summer starts as early as June 20th, and later this summer does not necessarily mean late this summer. However lots of insider sources are repeatedly whispering that if we get our first customer Z06's around September 1st, we would be fortunate. Still in spite of other revisions, GM's official web site is still stating, "*available summer.*"

Does this mean that the most likely time for first batch Z06 customers to get theirs delivered is during the September 1st through September 20th window?

The Z06 Order Guide was leaked. While not official, it appears to be perhaps 90% correct?

<https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/357265-z06-ordering-code-sneak-peek-thanks-to-corvette-action-center>

We also have not heard word one about the Z06's MSRP. However, Tadge said on the Z06's October reveal date, and this was echoed later by Harlan Charles on a "Corvette Today podcast," that the MSRP price differential between the C8 Z06 and the C8 Stingray would be "in the ballpark" of

the difference between the C7 Z06's MSRP and the C7's MSRP.

This difference averaged \$26,000 during the C7 generation, so approximately \$89,000 and \$90,000 for the C8 Z06's MSRP is within that estimate. If so that would be truly amazing as the cost to make a DOHC motor, with its hundreds of more parts than the C8's OHV, is considerable.

Also factors suggesting the C8 Z06's could be higher include that the LT6 is a bespoke motor with all of its internal parts and many of its external parts are not only being machined but all are the best quality engine parts that can be bought anywhere.

The connecting rods for example are made by CP Carrillo who makes them for many race cars. As Jordan Lee, the Chief GM Engineer and Manager of Small Block Performance, said, "The LT6 has the best parts we can source."

Because of these latter factors, my own estimate for the Z06's MSRP is \$91,495 — though full disclosure I was high in my C8 MSRP pricing estimate and lately wrong in predicting a \$2,000 price increase for the 2023 Stingray. I hope I am again too high and that the majority opinion of \$89,995 is accurate for it.

The National Corvette Museum Bash is this month from April 28th-30th. There will be a ton of GM Corvette staff there to share their Stingray and Z06 knowledge though their Engineering Technical presentations and to answer your questions.

Harlan noted that there will be Z06's there on display and for folks to sit in. The same displays and that have been at the Z06 dealer tours will be there too. Here are the key GM and related Bash seminars:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/364108-ncm-bash-agenda-and-information>

Also we are having there the annual MidEngineCorvetteForum Bash Breakfast. Over 65 signed up already:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/349963-mecf-bash-breakfast-back-again>. We hope you can join us!

Here's to your having many miles of Corvette driving smiles. John



CHANGE

By: Paul Ennor

I'm a conflicted old soul. On one hand, tradition and consistency are of the utmost importance to me. On the other hand, change seems to be shoved in my face at every turn. This has become my stark reality in the past month as I found myself living alone with two dogs after the loss of my wife (Pat) of 47 years. I'll stop right there and not subject you to my wallowing in self-pity.

Recently Kelly has been shooting out Emails looking for information about WVCA club presidents from the past. I tried my best to ignore Kelly's pleas for information, but he's very persistent and finally I caved in and in spite of my personal issues of the past month but because I'm the only person on the planet who kept every single issue of the Glass Sass since its inception, I went searching through the file boxes to see if I could identify who was WVCA President each year throughout the clubs 55-year history. I must tell you that I didn't do a page-by-page deep-dive of every issue. If I had done that I'd still be sitting and reading. No, I basically did a hit-and-miss glance at various issues focusing on who the officers were during the years that Kelly needed to find President's names for. I think (hope) I was able to fill in some of the blank spots for him. Meanwhile a lot of old memories were resurrected which got me to thinking about how much WVCA has changed over the years.

What stood out to me the most was the types of activities the club used to do. With that in mind I thought it might be interesting to give a brief outline of the way WVCA activities have changed in the past half century.

1968 to 1979

WVCA was small and ALL the members were male. Wearing the club colors was a sign of pride. The jacket was a brown with yellow embroider back patch. Only members were allowed to buy or ware the colors. The main activities of that era were the bi-monthly meetings followed up with a keg of beer at a tavern, driving fast around town and basically acting like an outlaw motorcycle gang. Informal gatherings happened almost nightly at one of Salem's finest night spots. Weekend events often involved tours some-place driving really fast to consume a keg of beer and perhaps some pub-grub. Being in parades was also a "thing" in those days and it was common to un-cap headers and do burn-outs along the parade route. My records from this era are non-existent because there was no club newsletter prior to 1980. Memories fade, which might be a good thing but that's all that's left of those years.

Loyalty Days – The Newport Loyalty days Parade might have been the first official WVCA event going back to the beginning. It was always the first Saturday in May. Originally Cascade Corvette from Eugene started sponsorship and WVCA tagged along. After a while Cascade lost interest in sponsorship and at least by 1973 this event became a WVCA sponsored event. It was the kick-off launch of the Oregon Corvette season for many years.

Year-End Banquet – Marked the end of the WVCA fiscal year which in those early years ran from July-to-June thus the banquet was always at the end of June.

There was not a clear demarcation between the late 70's and early 80's. Big changes began around 1978 and morphed on into the 80's...

The 1980's

The WVCA constitution was amended to allow women to belong either as family members or alone. Driving like hell to drink beer began to fade away and WVCA quit being a drinking club with a Corvette problem. New members were different and often had families. A few of the popular types of events in the 80's were:

Autocrosses – WVCA either put them on or drove to other clubs events which were usually up North anywhere from Portland to Seattle; even in Canada.

WVCA sponsored a number of autocross events in the mid-valley area at various parking lots, the Woodburn Drag Strip, and even on city streets in front of the State Capitol one year.

Parades – WVCA was still participating in lot of parades all over Oregon in the 80's. There was rarely a weekend that the club was not committed to at least one or more parade appearances. After parade parties were common and usually impromptu and with the ladies involved pot-luck food was usually available. B.Y.O. B. was usually assumed and as in the 70's beer usually flowed freely.

Tours – Today they're called "runs". If you had "the runs" in the 80's that was something different. (ha ha). Tours were normally local drives. I found a McKenzie Pass Tour to sisters, a covered bridge tour around Linn County through a bunch of covered bridges. These were not too different from today's organized "runs" except that they almost never involved ending-up at a restaurant, unlike today. Tours of the 80's often wound down with interested members going home or to somebody's home for an informal gathering, BBQ, or some adult beverage, but nothing was usually planned, it just happened.

Rallies– WVCA road rallies of the era were more like tours or runs except that the organizer would plot the course, write-up written navigation instructions of some sort and give those to each car at the start. The objects were to; 1) not get lost (2) find all the clues on route and fill in the blanks on the rally instruction sheet and (3) not kill, injure, or divorce your driver or navigator. At the end winners were awarded "something". The lowest loser often got a special something too. A panic pack was often issued to each car so the navigationally challenged could still find the end as a last resort.

Progressive Dinners – Here's an oddity. The club would find 4 to 6 people who wanted to host everyone at their home. Then the entire club would start at one house, have a first course, drive to the second home have a second course, then on to the third home and so on until the last home hosted dessert. At least once a keg of beer traveled along with the group too.

Parties – There were always two official sponsored parties; Halloween and Christmas.

Year End Banquet – This was always the only formal gathering of the year. Members dressed-up. The banquet was always catered, usually held in a ball room or fancy restaurant someplace. It was the final event of the year where awards and trophies were handed out to those who earned them during the year and the new officers were sworn in for the up-coming year.

Again there was no clean break between the late 1980's and the 1990's...

The 1990's aka the C4 Years

Things really moved fast as the C4 Vettes came out. Along with a whole new Corvette came a huge increase in the cost of a new Vette. This brought in a very different type of Corvette owner. These newer folks were, well, I hesitate to say a different breed. To keep myself out of trouble I'll keep editorial comments to myself. Suffice it to say because the membership demographics changed almost over night the club dynamic changed too. Where the late 70's through thru 80's saw a tight nit cadre of close friends with shared values and ideas, the newer group didn't seem to value tradition and didn't seem to enjoy the same sort of club activities. The 90's saw this changing dynamic lead to the break-up of the club. It was during the 90's that a group of members became dissatisfied with the status quo and the old club leadership. They broke off from WVCA and started their own Corvette club which they thought would be a better fit with their values and desires.

We move on into the 21st Century. This change of era seemed more stark...

The 2000's

If you're still reading this, this is our current era. The transition into the 21st century seemed much more defined than were the previous era changes. Sure, the C5 Vette dates to 1997/98 but there was a defined break in the demographics of WVCA between the 90's and 2000's. Though many original members continued on into the C5 era, there seemed to be a more shared vision of the future coupled with some reverence to WVCA's past. I won't dig deep into the 2000's because we are still living it and making WVCA's history of this "our time".

SAVE THE WAVE



C-5 CORNER BY KENT MUHLE

“Speak softly, and carry a big stick...”, the story of Red

This month I'm reviewing WVCA member Dan Motley's 1999 C5 Coupe aptly named “Red”, and the above quote, a West African proverb made famous by Teddy Roosevelt in 1900 fits this car perfectly.

Red is a 1999 Torch red 6-speed coupe with just under 50,000 miles and a ton of desirable options, like both clear and red tops, Heads Up Display, memory package including sport seats, 12 disk CD player, tilt and telescoping steering column, fog lights, and the F45 suspension. There are a few tasteful upgrades to the exterior, like the chrome ZR1 replica wheels that really fit this car, the chrome exhaust filler panel and chrome exhaust tips, the red taillight louvers, and the black letters spelling out Corvette front and rear. The paint is amazing, with only a few rock chips to be found on the entire 24 year old car. And it's red. I mean REALLY red!! You will never lose this car in a parking lot!! The glass is in great shape, and the seals are all soft and compliant, and the whole car looks like it's been pampered it's whole life. The Amishvette has more chips on each headlight cover than on Red's entire body.

The interior is just as nice, the leather is beautiful and the seat cushions are actually “cushiony”. Everything is just like when it left the factory, and feels as tight as if it had just rolled off the assembly line. Dan has added a few nice touches, like the Window Valet, which allows you to remotely run the windows down, cooling off the interior a bit before you step in on a hot day. The LMC5 module has been installed which is a MUST on any C5, and another must is the Hi-4 harness, allowing the low beams to remain on when you hit the brights.

Red looks like a bone stock C5, and when you fire her up, the exhaust note is quiet, except for a lovely lope that is subtle, but to any gear-head a clue that underneath that pretty exterior, lies something slightly sinister. That's the “speak softly” part Teddy was talking about. As far as the rest of the quote, what's under the hood is indeed, a very big stick. You see, Dan drove his perfectly fine C5 for less than 4,000 miles when for reasons only real car people will understand, decided he needed more power. Enter a brand new GM LS3 495 HP Hot Cam crate motor. I saw it the day it was delivered to Mac's Radiator in Salem in all it's crated, shrink wrapped glory.

Along with that pretty hunk of aluminum, a new LS7 clutch and supporting parts were installed including a remote clutch bleeder, a great idea for ANY manual trans C5. To keep the drive-line under control an HPI Transmission mount was added. The initial tuning created a real beast, with a new red-line of 6600 RPM, 150 more ponies, and a torque band wider than Julia Robert's forehead. All this was done only 2300 or so miles ago, but all was not well with the tune. In addition, Dan's needs changed, so after some discussion I was given the opportunity to try and get Red running smoothly and find her a new home.

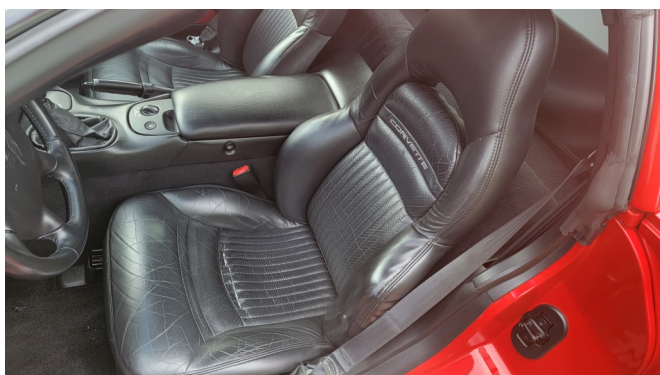
Disclaimer

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.

If anyone is interested, I'll devote an article on some tuning basics you should know before you modify anything in your C5, and let you in on some of the simple issues that kept Red from running like she should have. I'm pleased to report after consulting with a different tuner and paying attention to a few details, today Red is a pure joy to drive. Hop in, turn the key and hit the road. You can drive this car in 6th at 1100 RPM all day, and get 32 MPH on a flat highway. Take it anywhere, and it feels like a tight, low mile C5 should. You can feel the cam at idle, but it's subtle. The new tranny mount adds a bit of mechanical feedback, but strengthens the drive-line. The transmission shifts smoothly and if all stock C5 shifters felt like this one, aftermarket shifter companies would fold. The throws are long, but rock solid. It feels like a gently driven stock C5 until you mash the throttle and get thrown back in that cushiony seat. The torque is immediate, and the power is smooth and relentless all the way to that 6600 RPM red-line, which by the way, comes up mighty quick.

The bottom line is that Red is a beautiful, stock appearing manual trans coupe with 50k and a new motor miles ahead of what came in the car, including all the supporting mods to make an amazing daily driver. All the parts are top of the line, and there's not enough room in this column to list them all. Not only that, but it looks like GM installed it in '99, and I guarantee they would have if the engine existed at the time. Speak softly and carry a big stick? Teddy would have loved this car!!

I'm going to be showing Red this weekend, the For Sale signs proudly displayed. We'll be asking \$24,990, and honestly, you couldn't reproduce her for anywhere near that. If Red interests you, contact me and I'll give you all the details. Please!! I'm already trying to figure out how to get the \$ myself...





If you are interested in this vehicle or know someone who is, call or email and I will get back to you, Kent.

PH: 503-680-2907

Email: bu4you@gmail.com



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
P.O. Box 20576
Keizer, Oregon 97307

**Place
Stamp
Here**

