

WILLAMETTE VALLEY

CORVETTE ASSOCIATION



**CORVETTES**  
Salem, Oregon

**GLASS**  
**SASS**



VOLUME 46, ISSUE 7 JULY 2023

July 2023

Greetings Veters.

Well, what can I say about June? Wow, what a busy month. Besides our Glass on the Grass Car Show, our association's 55th birthday gala, Paralyzed Veterans of America Carshow, Father's day, a great turn out for Jacket night, getting a new canvas top on the Mistress, another car show (another trophy)

In Carlton, one more car show in Sherwood (Pharaohs) and finishing the month off with National Corvette Day, and yes the official birthday of the Corvette. One busy month for Andrea and I. Somewhere in that month we also work full time jobs.

Let me share some interesting tidbits about our Car Show. While the final numbers are not yet in, we did quite well. Once we've decided on donation amounts for our Communities of Practice (Liberty House and Holidays for Heroes supporting our local Oregon Veterans Homes), we should still have a good amount to seed the next car show. I had planned on writing a complete tirade of what went right, what went wrong, and all the lessons learned, and trust me there were quite a few for this car show producing guy.

While many on the committee had at least been to a show, very few had actually produced one, or at least a complete one. Honestly the biggest problem was with the online registration program I wanted to go with. It just seemed too easy, and in the end, was so difficult, that it made for a very stressful day that we endured. (After a couple terse and 15 other angry synonyms that start with T, calls to the owner) On to some Facts:

- I started planning this show 18 months ago. I beat every local show to the punch for our '23 date, 8 different car show event websites, and emails to all corvette clubs from BC to San Jose CA, completed in JAN23. Two local Corvette organizations also held their shows on our date, Northwest Corvette Association in PDX and High Desert in Bend/Redmond. We had special advertising in NCMs Magazine (1/4 page ads) as well as blast emails (paid advertising) from Northwest Classic Auto Mall to their huge maillist that canvases the entire PNW.

- 27 club entrants; not quite half (54 families in our organization) of the club participated.

- 139 registered corvettes

- Our three major food trucks all backed out three days before the show leaving me scrambling to provide food. Why you ask? Not enough registered cars. 80 cars prior to Wednesday. I want to specifically thank these vendors for coming through for us and our show. Seriously, these folks saved my bacon, and I very much appreciate their willingness to help us out. (cont p 4)



WVCA President  
Kelly Smothers

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(cont fm cover)

- Green Planet Espresso (Owned by Nancy's Burgers) I may have had a couple of coffee's first thing, could you tell?
- Baked and Loaded Potatoes
- Fattie's Burgers (So many wonderful comments about these burgers)
- Para oTaco (I had the breakfast burrito and it rocked).

As long as I'm thanking folks, the volunteers that came to extra meetings, watched me twirl in circles for almost a year, gave suggestions, but most importantly showed up on 'GO' day, let me concentrate on the other 100 things I didn't think about or tried to fix on the fly. So, thank you.

I guess I would be remiss if I failed to thank my wife Andrea. Man did she have to put up with a stressed out old man the last few months. Thanks love, and I am reading all those mindful books on Buddhist meditations you gave me. ;)

All in all, we should still net around \$6k prior to our donations to our charitable causes.

Jacket Night was another big hit this month at Paddington Pizza. We never seem to have a very accurate count, so please, if you are planning on going, let the organizer know you are or have RSVPd and when you decide you can't make it.

This month we had more people show up that registered so the spot was a little small. We want to leave a good impression on the business we are supporting and have some quality social time as well.

It's that time of year again when we are calling for volunteers and or nominations from the association to fill positions for our executive leadership/board of directors: President, Vice President, Treasurer, Secretary and Member at Large. If you are interested, please let Wayne Kreger and or Julie Schwerdt know, they are in charge this year (nominations committee) for presenting the names to the association at our September meeting.

Brent Wilson is also taking names for the Budget Committee to review '23 and produce a budget for '24. Contact him if you would like to participate.

Club Picnic is scheduled to be at Chandler 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 those that wish to attend this event can then drive down to Brooks for the picnic if they so desire. The picnic officially starts around 1:00PM. If I could get someone to head this

up this year that would be great. Fall back plan will be inside the museum. Not quite as fun, but dry.

And for my last tidbit, the club is sitting at 95 members currently, and my spreadsheet is tracking 18 families interested in joining. Remember our Dues year (FY) is different than the calendar year. Sooooo, your dues are due 1 October. Brent Wilson will be happy to start taking your cash and checks after 1 October. Drive safe and smart out there. #SaveTheWave

Kelly



Cowboy Dinner Tree..A Good time was had by all!

**Glass Sass** is published monthly. The deadline for submitting articles is the 15th of the month. Club meetings are held on the 1st Thursday of the month at 6:30 PM at Northwest Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303, or if you can not make it in person, you can go on line at <https://join.freeconferencecall.com/wvca>. We welcome all Corvette enthusiasts and prospective members at any of our meetings. The Willamette Valley Corvette Association, Inc., was organized in 1968 to create an esprit-de-corps among Corvette owners; to further the general interest in Corvettes as a sports car; to provide an organization for the exchange of technical information between Corvette owners, dealers and the manufacturer; to encourage skillful handling and safe driving; to provide social gatherings of Corvette owners with a common interest; to encourage and assist members to compete in sanctioned events sponsored by WVCA and by other clubs with similar interests, and to encourage dealer/club co-operation and promote community betterment. Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

**BOARD MEMBERS and OFFICERS**

**President/Webmaster: Kelly Smothers**

US Bank Controlling Party

971-241-3953

[president@willamettevalleycorvettes.com](mailto:president@willamettevalleycorvettes.com)

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**Vice President: Joe Peters**

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**Secretary: Julie Schwerdt**

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**Treasurer: Brent Wilson**

503-419-7106

[treasurer@willamettevalleycorvettes.com](mailto:treasurer@willamettevalleycorvettes.com)

**Historians: Steve Sims/Gary Hill**

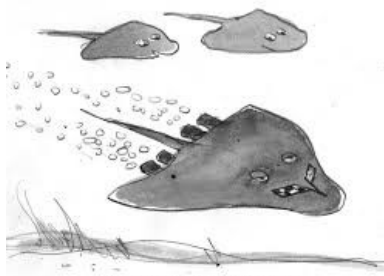
805-717-2159 541-554-3866

[historian@willamettevalleycorvettes.com](mailto:historian@willamettevalleycorvettes.com)

**Member-at Large: Dave Schwerdt**

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"Cool. A Corvette stingray."

# WVCA Meeting Minutes

July 6th 2023

Call to Order

New Visitors: None

CALL TO ORDER: Kelly

Recognize New Guests and Introduction - ? and his Partner Wendy Young 07 Roadster and Nick Salov.

New members that meet membership requirements:- Kathy and Don Bond.

Welcome back to the Andersons

Birthday Announcements:

**Brad Ream 01-July**

**Jake Chastain 02-July**

**Daniel Anderson 06-July**

**Pam Marshall 11-July**

**Chris Roethlin 16-July**

**Jerry Maness 16-July**

**Ken Marshall 18-July**

**Maggie Cozart 24-July**

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

**TREASURER'S REPORT: Brent Wilson**

Here is the Treasurer's Report :

<b>Checking</b>	<b>\$ 8,571.67</b>	
<b>Savings</b>	<b>\$ 8,312.87</b>	<b>(\$0.20 Interest)</b>
<b>Petty Cash</b>	<b>\$ 351.50</b>	
<b>Total</b>	<b>\$17,236.04</b>	

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

Name Tags are up here and the names were announced to come up and get them.

**PRESIDENTS REPORT: Kelly**

Per the by-laws it is time to create a nominations committee, we are looking for a couple of members to help out.

We are looking for people to fill the vacant spots on the Executive Board positions, President, Vice-President, Treasurer, Member at Large and two appointed positions which are Historian and Web Master.

Is anyone interested? A committee is appointed in July and in August they report back the members interested in running for the Executive Board. Nominations will be accepted in August and September.

An incumbent may accept an nomination for a 3rd or more term in the same office. If nobody else volunteers, the nomination the committee will prepare a ballot to be given out at the October meeting. The nominations for the Executive Board will be published in the September issue of the of Glass Sass.

Annual Budget Committee. The committee will include the President and a member from the previous board. Kelly put together a President-proposed budget and still missed some items as the year went on.

The membership year is from October 1st to September 31st The Board of Directors decided we needed to know what the budget would be for the next year. Membership dues are due at the October general Membership Meeting. The bylaws were changed a couple of years ago to reflect that the Executive Board doesn't pay dues.

If you don't like to do public speaking, please come up after the meeting and tell use what you would like to volunteer for or for what committee. I have Wayne and Julie for nominating committee.

Club picnic Nick and Martie are heading up the committee.

President trophy: Since 1968 every President's name has been engraved on this trophy. Thank you Paul for all your help.

#### **VICE PRESIDENT'S REPORT: Joe**

- ◆ July Northwest Rod & Classic - Independence
- ◆ 8 July Springhill North Albany benefits Honor Flight about 13 cars going
- ◆ 15-16 July Cowboy Dinner Tree LaPine Or 8 cars are participating
- ◆ 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 Strohmeyer Memorial Car Show -

(Sunrise Park Sublimity)

- ◆ 5 August Keizer Fest Parade
- ◆ 26 August Cruising McMinnville <https://www.cruisingmcminnville.com/>
- ◆ 2 September Willamette Valley Street Rods. (Salem Riverfront)
- ◆ 2 September Celebrate Millersburg Car Show
- ◆ 14 September Thursday - Presidents run Columbia River Gorge
- ◆ 15-17 September Corvettes on the Columbia (3 Rivers Corvette Club McCurdy Chevy) \$225 event registration / Hotel extra
- ◆ 17 September Mt. Angel Oktoberfest - Trophy?
- ◆ 30 September Portland Cars and Coffee CORVETTE Day. NEW DATE and club picnic
- ◆ 2 December Santa Cruise
- ◆ NOTE\*\* The A&W first and third Wednesday event is canceled till further notice

#### **COMMITTEE REPORTS:**

**SACC & AREA EVENTS: Joe Peters** Strohs Car Show

**NWVCMM Representative: Wayne Kreger**

**Update on Bowling Green assembly plant**, if they continue to go like they're going right now, they're right on the edge of getting 50,000 Corvettes this last year.

**Car Show Committee Report** - Thank you to all the volunteers. We had a great turnout of participants. I received some after action reports that we can use for this event, and it looks like there was about three pages long, so I appreciate the feedback and we could talk about that for the next event.

Everyone liked the venue, there were no complaints. A lot of folks said that they really liked it much better than they expected.

We received many compliments that they absolutely loved Russ. We need better signage up front. We did have one sign up in the front but it was small. There might have been more cars show up here coming off the freeway or drive past and chose our car show next right or something like that. There were comments about better manicured lawns, and that Powerland, and the museums missed the boat.

The car museum had an outstanding day. I got great feedback from them, but I think there were only three other museums that were actually open that day.

We tried something new for the parking and nobody liked it. The judges didn't like the parking, and lot of participants didn't like the parking from side to side and not parking correct body classes C1-C8, it seemed harder on the judges. There were comments about highlighting C8 Z06 that was here and I would just point out that John Elegant wanted to be in the middle, he just wanted to be with the other contestants.

If you're interested, in seeing all the complaints I can post it, and you can take a look at the complaints. We can learn a lot of lessons in the process. We had 139 registered paid Corvettes at the show.

The budget for the show was \$9310. We spent \$4093.23. We took in \$11,197 for a net of \$7514.65 cents. For today only, I've got extra show shirts in this box for sale. If you want one of those shirts, we'd be happy to sell those to you.

The two charities that are involved in the show were Liberty House and the Oregon Veterans Home. As part of that, it's Holiday for Heroes program. I've been researching it quite a bit and it's run by a buddy of mine through the Association of the United States Army. They have a program where the donation are run thru their 501 C3 to buy clothing and items for the veterans at Christmas time or the holidays.

I wasn't sure how to determine how much to donate so I called Stan, and asked him what amount to donate and he said I just kind of made an edict and said we'd give \$500 to Liberty House last time. So I want to make sure that we are fair by these organizations.

Wayne made a motion to donate \$501.00 to the Museum because the Mustang Club donated \$500.00. It was voted and approved. Need a motion for Liberty house and Veterans. This agenda was tabled until all the bills have been paid.

And I think there's somebody here in this group that won the C3 Coup award actually and I think that's the Cleaves, for their '68. A trophy was handed to them.

**Old Business:** Andrea and Shane Massey served on the board of directors for quite some time. So in appreciation for your work, the Club bought you a little gift. I hope you like it. It's a little wine cork set.

**New Business:** McNary is having a car show July 30th.

**Tech Time:**

**Good of the Order:** None

**Corvette Trivia! 1 ticket each**

What year did the grand sport return to the GM lineup? 1996 is the correct answer. Jim Jax one ticket The 454 cubic inch Engine was offered how many years? Five years. (I am not sure I got this one correctly) Paul one ticket

**50/50 Drawing: \$ 81.00 to club, Sherry \$39.00**

**Visitor \$39.00 There were some left over item given away.**

**ADJOURNMENT 7:30**

## More Cowboy Dinner Tree



Hi Folks,

Your WVCA nominations committee met last night to discuss the nominations process for next year's slate of officers and are requesting nominations from the members at large. If you, or someone you know would be interested in performing the roles and responsibilities of one of our board of director positions, we ask that you submit those names to me by noon on the 30th of September.

A review of current officers was gratifying in that our current board of directors wished to remain in their current positions with only one exception, our Member at Large (who is willing to stay but would prefer someone else stepping in). Please keep in mind that in accordance with our bylaws you may enter in your name for any position. Per our Bylaws Chapter 2.1.3 = An incumbent may accept nominations for a third or more term in the same office if no other member will accept the nomination. Also keep in mind that any current member may excuse themselves at any time or when their term is over leaving an opening.

We will meet again Prior to the October General Membership meeting to compile the nominations for voting. Once we meet we will contact you, and or the person nominated to verify your/their interest and prepare our nominations report for the next meeting.

Per our Bylaws dated 5 NOV, 2021.

Here is the list of officer we are recruiting for:

**A. PRESIDENT:**

1. Holds Board meetings as often as needed to expedite the business of the Association.
2. Conducts Association business at regular and special meetings.
3. Organizes special elections if deemed necessary to fill vacated offices.
4. Is guided by Roberts Rules of Order for Parliamentary Procedure.
  - a) See at: <http://www.robertsrules.org/indexprint.html>

**B. VICE PRESIDENT:**

1. Performs the duties of President when the President is absent or unable to continue in Office,
2. Acts as the Public Information Officer,
  - a) Responsibilities include but are not limited to handling mail in a timely manner, reporting to the general membership other club's events, and promoting the Association's events,
3. Acts as the chairperson of the Activities Committee.
  - a) The Vice President encourages participation in sponsoring or attending events and advises the membership regarding club activities.

**C. SECRETARY:**

1. Being guided by Article X part #59 & 60 of Robert's Rules of Order for Parliamentary Procedure – which pertains to secretaries.
  - a) See #59 & 60 at: <http://www.robertsrules.org/rror-10.htm#59>
2. Recording minutes of all meetings in a book, on paper or suitable storage device.
  - a) "all meetings" include minutes from board meetings.
  - b) A suitable storage device could include a USB flash drive.
3. Having custody of meeting minutes for the previous ten years.
  - a) Paper copies of minutes will be kept for two years.
  - b) Digital or electronic copies of minutes should be kept for at least ten years.

4. Submitting minutes to Webmaster for publication on the website.
  - a) Minutes of regular meetings should be submitted within 14 days.
5. Assembling prospective member packets for Member at Large to distribute.
6. Receiving applications of prospective members from Member at Large.
  - a) Reports to membership when a prospective member is eligible for membership.

#### **D. TREASURER:**

1. Maintains and provides to the Secretary and Glass Sass Editor a list of members' names and addresses in November and May.
2. Complete and fill all required federal, state, local tax returns and any other required governmental forms and/or filings. Further, to ensure continuity, the outgoing and incoming Treasurer will conduct a complete and thorough review of all required forms and associated filing dates.
3. Maintains an account in an FDIC-insured institution in the name of Willamette Valley Corvette Association.
4. Receives all Association money from dues or any other sources and deposit in the Association account.
5. Pays all Association debts with checks drawn on the Association account.
6. Reports Association finances at regular or special membership meetings.
7. Sets the price for items purchased for resale to the membership to cover the total expense of the item.
8. Notifies members whose dues are overdue.
9. Participates in the Association's budgeting process.

#### **E. HISTORIAN:**

1. Creates a pictorial history of Association activities for the year.
2. Presents a pictorial summary of the year for presentation to the outgoing Board present at the Association's year end banquet.
3. Ensures any trophies received by the Association are placed in the Association's trophy display case.
4. Is reimbursed for expenses.

#### **F. MEMBER AT LARGE:**

1. Will act as Association representative to the Northwest Association of Corvette Clubs (NWACC).
2. Provides prospective members with the Association's membership application.
  - a. Applicant returns the application to the Secretary who shares a copy with the Glass Sass Editor.
3. Provides prospective members with a Member Information folder containing copies of: Official Apparel & website guide, Short history of WVCA, Articles of Incorporation, Explanation of the Corvette Wave, Guide to Terminology of Corvettes, Quick Reference Guide, Requests and Suggestions, Tour Rules, Constitution and Bylaws.

Our association is growing at a very rapid rate, and the quality of events we've turned out the last few years have been top-notch! If you want to be a part of the direction of the WVCA here's how to make your mark! Don't get all caught up in the complexities of the job descriptions, the outgoing board members will show you the ropes and there are MANY current members of the club who have held office in the past, and my experience was that they were always very willing to help me out. I look forward to hearing from all of you, and hope to have a huge field of nominees to choose from. If you have any questions or concerns, you can always call or email me. **KELLY**

# Glass On The Grass 2023















# Mid-Engine Monthly Update: What's New In The C8 World?

*John Elegant*

## 2023 Model Year Ending/Status News:

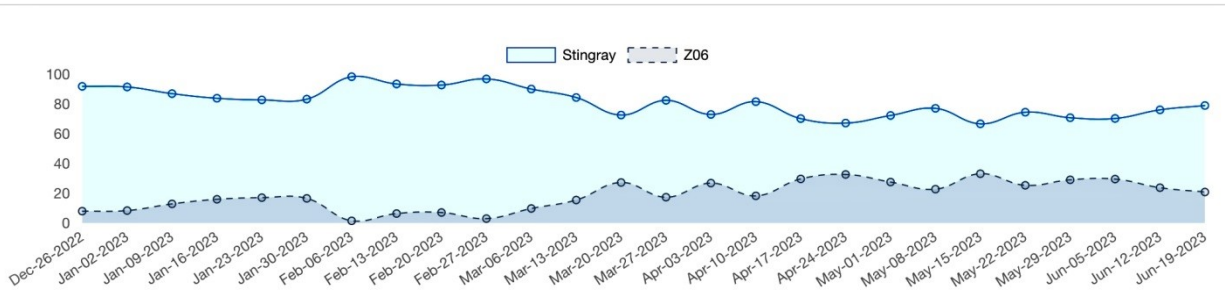
The last of the 2023 order allocations were issued in mid-June. GM issued a good amount of Stingray allocation. And towards the end of the month, they also gave out the last of 2023 Z06 allocation. Sure, there could be an additional one or two scattered about over the next month in special allocations for dealerships who GM feels is deserving of these “bonus extras.” But the regular process for granting 2023 allocations has ended. We could not determine a specific pattern or rationale for why certain dealers seemed to get a few more allocations than they deserved. Others in the top twenty got none. But GM is aware of factors we outsiders are not. Here’s information we have on the last batch of 2023 Z06 allocations: [bit.ly/46oPcSk](https://bit.ly/46oPcSk)

With the fairly large number of full Z07 aero packages granted in this last allocation, these had been severely limited for most of the year. We have seen a continued increase in full aero packages in the last few months. The number of Z07 aero packages granted at the last 2023 Z06 allocation at the end of June was higher than the previous month, which was higher than the month before that. We celebrate that news!

And more good news about the total number of 2023 C8’s built. This year could wind up as the 3rd highest level of Corvette production in its 70 years of existence. This could be a 50,000+ unit year! Through the third week of June, approximately 39,510 total Corvette Stingrays have been produced, which is a combination of 35,725 Stingrays and 3,785 70th Anniversary Stingrays. Z06 production is at 3,110 regular Z06s and 615 70th Anniversary models, for a total of 3,725 Z06s. The grand total for 2023 Corvette production (Stingrays and Z06s) stood then at approximately 43,235 units — with plenty more production time to go through September 1st.

Production of Stingrays/Z06’s since January thanks to C8tracker.com:

Weekly Production Share Per Model (% of Total Weekly Production)



## Need More C8 Horsepower?

The ECM for your C8 Stingray has been cracked! Want (or “need”) more HP for your LT2? It is now available via a re-flash of your OEM’s E99 ECM. However, you’ll need to first remove your ECM and send it to a company called HP Tuners. [bit.ly/3JrDQTJ](https://bit.ly/3JrDQTJ)

This is an exciting option for some! Just know that your powertrain warranty will end if you do this and incur a powertrain related problem.

### **Wheel And Tire Update**

With the earlier negative publicity about damage caused by improperly changing out the Z06's massive run flat tires on its equally massive C8 Z06's visible carbon fiber wheels, there is now definitive information on how to SUCCESSFULLY change those tires without any damage to the Z's carbon fiber wheels or to the tires themselves. Of course, it takes specific equipment and a trained operator for this to be done safely, consistently and without any damage to a wheel or tire. [bit.ly/43VzGvN](https://bit.ly/43VzGvN)

### **C8 Z06 LT6 Engine Issues**

We have seen a few instances where there has been issues with the C8 Z06 LT6 engine. But are those isolated individual engine issues? Here's what we know...there are over 3,250 Z06's already in customer's hands. We have documentation of only six LT6s that had a significant engine issue. Each time, GM replaced that engine with a brand new one — installing it within two weeks. The second issue we have heard of is a handful that have experienced front engine cover oil leaks. To date, we are aware of only three with this issue. GM acknowledged this and has issued a TSB to address it. Lastly, we hear of some LT6 engines that have more than a moderate level of “engine ticking.” This is accurate, but to put this into perspective...every single direct injection engine has some level of engine ticking. This is mostly caused by the extreme high pressure in the fuel rail. GM addressed this issue in early May, noting that “they were looking into this”. It is also noted that this issue was “not an engine durability issue.” Since then, repairs have started on a few of those LT6's whose engine ticking exceeds a certain level. The few owners who have had this repair done (which does not require removing the engine from the car) have said that the ticking level is much quieter now. Most owners who have a slight ticking are not concerned and are continuing to drive their Z06s (as GM has advised). Here is the link to the full story, including a picture of a repair order which lists all the actual parts changed out during the fix. [bit.ly/3NksTEO](https://bit.ly/3NksTEO)

### **2024 Info**

We also have learned a few more details about the start of first ordering for the 2024 model year.

2024 C8 Order Guide - July 10, 2023  
2024 C8 Build and Price Tool - July 18, 2023  
Start of 2024 C8 production - September 5, 2023

We learned that Thursday, July 27th will be the first official order cycle for 2024's model year. However, will that first order cycle be for Stingrays only? Then, on the following Thursday, August 3rd, will that be ordering for only Z06's? Then, will E-Ray ordering start on Thursday, August 10th? Or, will GM combine some of these into one mega-allocation submittal starting on July 27th?

We also learned, thanks to Corvette Brand Manager, Harlan Charles, that on October 10th, Forza Motorsports will release two new models into its system - the Corvette E-Ray and the Cadillac V-Series R. See details here: [bit.ly/3pkMLj4](https://bit.ly/3pkMLj4)



Harlan shared a very interesting statement when the Forza's E-Ray announcement came out. He said that “the E-Ray will make its Forza debut around the same time the first E-Rays will be delivered to customers.” October 10th is just a few months away! We hope GM can meet that tentative delivery schedule for the E-Ray.

### **Future C8 And Perhaps C9 News:**

Are we starting to hear C8 ZR1 news? Picture thanks to “Frim News” and Colorado Car Spotters:

# Cascade H.S. Car Show



Rumors abound in regards to the ZR1. Over 800 HP, over 800 lb/ft of torque, twin turbos, flat plane LT6 derivative, active aero and much more. When will it be revealed? I'm thinking this fall is when GM will have a reveal event with customer production to start with the 2025 model year. But those are simply best guesses. We have no definitive information as of yet. But if you would wish to get involved in reading and posting about the ZR1, here are a couple of links: [bit.ly/42UWri1](https://bit.ly/42UWri1) & [bit.ly/3pfJrGb](https://bit.ly/3pfJrGb)

Looking out to future Corvette generations, might GM echo what they are doing with SUV's and pickups and produce both a gas powered and all-electric version simultaneously? Would this plan also apply to the next generation Corvette? Here is an opinion based on GM announcing that SUV's will be gas-powered until the 2035 model year. Might we see both an ICE (Internal Combustion Engine) C8 and an EV C9 Corvette occurring at the same time? Or, might there be one last gas-powered C9 generation that goes from 2028 model year through the 2034 one? Here are opinions on that topic... [bit.ly/3pg2BvA](https://bit.ly/3pg2BvA)

Might both ICE and EV future mid-engine generation Corvettes feature a split rear window, echoing the iconic 1963 coupes? As a friend and I were talking about this possibility, he said that "having a good-looking split rear window might be the only thing for me to ever consider an all-electric Corvette!" Or, might the C8 end entirely around 2028? And then, GM would produce a C9 (which we all know would result in an all-electric version and an ICE version at the same time). Just asking questions, for there has not been one inside GM whispering stronger than the company announcing that gas-powered SUV's will be ongoing through 2034

Thanks for reading this monthly Mid-Engine news update! May your Corvette summer be a great one for you. Here's to many more miles of Corvette driving smiles. John





# What's your Option?

By: Paul Ennor

I thought that I'd write something a little different than my normal subject matter this month. It occurred to me the way a potential Corvette buyer configures and orders a new Corvette has changed substantially in the past 75-years. Of course, if you're a used-Corvette buyer you are insulated from all the decisions that the buyer of a new one gets to enjoy, or should I say endure, during the ordering process.

What I'm going to do in this article is shine a little light on the fun and games involved in configuring a new Corvette factory order. To do that I'll start at the end, today with the C8, and then reverse course and look at the bewildering options and decision points potential Corvette buyers faced "back in the day", as they say. Along the way I'll poke a little fun at Chevrolet here and there too. So, let's get started:

Starting off here in 2023 with the C8, this is what Google has to say about today's Corvette option packages: *Three trim levels are currently available, 1LT, 2LT and 3LT, augmented by three suspension setups, FE1, FE3 and FE4 which correspond with the two Z51 Performance packages. In addition, three seat options are also available: GT1, GT2 and Competition Sport.*

OK, that's simple enough; well maybe not. Who in the world at Chevy came up with those basic package names. 1, 2, 3 LT? First off those aren't unique to Corvette. Chevy seems to use them on every Chevrolet product. Where's the imagination? And what does "LT" stand for anyway? Again, I consulted Google. Google says it stands for "Luxury Touring". Huh? Back in the day "RS" meant Rally Sport (i.e. cool looks). "SS" meant Super Sport (i.e. big engine). Made some sense. They could even be combined like a Camaro SS RS. And the numbers? 1,2,3. Kind of like "good", "better", "best" I guess. Come on Chevy.

So, we have good, better, and best luxury touring Corvettes. The Corvette is a sports car not a touring sedan. Those model tags sure don't tell me much by themselves. I need a decoder ring to see what comes with each. What engine do I get? What transmission is in it? Oh right, they are all the same until you add sub model tags like Z51, FE#, etc. What if I just want to get a basic Stingray with the best engine, a clutch, fancy stripes and comfortable seats and amazing looking wheels? Oh, right, I can't order that. I must order a "package" that has stuff I don't want to get the stuff I do want and I can't even get one thing I really want at all because it's not made. Oh, the fun.

Was there ever a time when I could have had Chevy build the Vette I really wanted? Yes, there was. I'll call those years spanning a non-contiguous decade from the mid-1950's up through the early 1970's "the golden years of Corvette options". In the beginning, 1953, you could get anything you wanted as long as it had a 6-cylinder engine with a Powerglide automatic and was painted white. Quickly Chevy realized that Corvette buyers were Hot Rodders at heart and wanted options.

Slowly at first Chevy began to let buyers configure their Corvettes with factory installed options. It started with a V8 engine option in 1955. Then a 3-speed manual gear box and quickly the available options became almost overwhelming. By the late 50's and into the 1960's factory performance options on the build sheet expanded to look like the parts bin at a hot rod shop. It was fun to configure a car to one's personal taste in those days. Potential customers could pick from six or eight different engines, carbureted, fuel injected, small block to big block. 300hp up to 425hp or a few "special under-rated race engines. Manual or automatic transmissions, 3 or 4 variants from year to year.

Whatever paint color you wanted, even no paint at all if you did an over ride on the build sheet. Didn't want "no stinkin' heater"? You could delete that if you were so inclined in some years. Factory race setup? Sure, just check the appropriate box and get out the check book. It sounds like it was fun, doesn't it? I was, kind of. It was also a bit overwhelming if you dug deep into everything. So many things became optional that today, I wonder what they were thinking, or better yet how the factory managed to build all those custom Corvettes on the assembly line of the day without computers.



Now I want to highlight just a few of the odd option choices from various years that I found in my Black Book:

- 1955 Directional signals (yes, turn signals were optional)**
- 1956-59 Windshield Washers**
- 1960 temperature controlled radiator fan**
- 1955-1962 Heater (yup, extra)**
- 1963 Air Conditioning (for the first time)**
- 1963-64 Backup lights**
- 1964 heater defroster delete (the heater was standard but you could delete it)**
- 1965 Drum brakes (standard disk brakes could be deleted)**
- 1966 Transistor ignition**
- 1967 Shoulder Belts**
- 1967 Speed Warning Indicator (why?)**
- 1968 AM-FM Stereo Radio (the first stereo was optional)**
- 1968 Head Rests**
- 1969 engine block heater**
- 1970 California Emissions**
- 1970 ZR1 Special Purpose Engine Package**
- 1971 ZR2 Special purpose LS6 big block engine (real HP, not advertised)**
- 1973 Map Light**
- 1974 Dual Horns (BEEP instead of toot – ha ha – cost \$4 only 5,000 ordered)**
- 1977 luggage rack**
- 1977 Trailer Package**
- 1978 AM-FM Radio with CB**
- 1980 350c.i. California engine 180hp (not optional in California where it was required)**
- 1981 Radio delete**
- 1982 Roof Panel Carrier**
- 1984 AM-FM CB radio (breaker good buddy)**
- 1987 Callaway Twin Turbo, not GM installed (but factory ordered)**
- 1989 Luggage rack convertible only**
- 1990 engine block heater**
- 1994 Special Performance Package**
- 1996 Spare Tire**

With the introduction of the C5 the options list settled down and virtually disappeared.

That's just a small incomplete list of the options Corvette buyers in the past could or had to choose from. Well, maybe the current 1-2-3LT plus isn't all that bad after all. So, until next month, enjoy the summer.

## Cowboy Dinner Tree





## *C-5 CORNER BY KENT MUHLE A whole bunch of “Glass on the Grass”*

If you weren't there, you missed one of the best “All Corvette” shows ever held in the valley. The unofficial count was 139 Corvettes on the grounds, and all generations were represented proudly. The weather was great in my opinion, being a “burn and peel” kind of guy in the sun. With overcast skies but no rain, the temperatures were comfortable, and I didn't have to go home and sit in a tub of aloe afterward. The venue was much better than I had anticipated, with nice restrooms, and several museums filled with cool stuff, including guided tours. There was a trolley that took folks out to someplace where they had raw onion eating contests and an onion ring toss. Read that last sentence again. I did not partake of either, but the trolley seemed to be full of folks. Many chewing mints...

As you know, I'm not really a show guy, but for some reason found myself at the helm of our 50<sup>th</sup> anniversary show, named Corvettes at the Carousel in 2018. We had 80+ show up at that first event, and we were over the moon! Next year, probably because nobody else was dumb enough to sign up, I was right back running the 2019 event that Buzz and I named Glass on the Grass. That show was EPIC, with 172 beautiful cars (OK, 171 and the Amishvette), spread out at Riverfront Park. Years later, Corvette folks from Canada to Nevada talk about that show. And then, Covid.....

Here's what I learned being the guy in charge of a big show. It's more work than you can imagine! I was retired, and could work on show details every day if I needed to. The amount of phone calls, emails, and texts required to deal with all the committee meetings, sponsor meetings, official forms, certifications, permits, public appearances, radio interviews, complaints etc. is just staggering! I was fortunate to have a great group on the show committee who carried out most of the actual work, and who called me out when I was screwing up. The first show committee meeting I organized was held at a venue that although normally quiet, had another event the same time as ours and it was darn near impossible to carry on conversations. I was nervous to start with, and Stan Czerniak (who I'd just met and later ended up being partners with on the Glass on the Grass) just flat walked out of the meeting. At that point I thought my show manager career was over.

Most folks don't know this, but the 2019 show almost didn't happen. Two days before the show the City of Salem notified us that we hadn't provided the certificate of insurance required, and couldn't use the park. I think I saw the email at 11:00 at night, and didn't sleep until I woke up Stan and laid the news on him. After several hours of panic, Stan was able to pull some strings and our certificate was approved. I had booked a one-way flight to Ecuador just in case....

For me, seeing 172 Corvettes together all at once and knowing OUR CLUB did that, was worth all the effort. But why are shows important to our club? I don't know how many of you are familiar with our constitution, but I'm gonna quote the part that talks about why we exist.

### ***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.*

## *Article II: Purpose*

- 1. To Create esprit-de-corp among Corvette owners.*
- 2. To further the general interest in Corvettes as a sports car.*
- 3. To provide an organization for the exchange of technical information between Corvette owners, dealer and manufacturer.*
- 4. To encourage skillful handling and safe driving*
- 5. To provide social gatherings for owners with a common interest.*

As you can see, one show accomplishes everything except for #4, but that could be easily remedied by using the orange cones used to direct parking, as an autocross course. Might have insurance issues though...

Maybe it's just cuz I don't know any better, but I don't enter our shows with any hope of winning any kind of trophy. I enter to support our club, and to be part of an event that celebrates our favorite American Sports car. I love looking at cars of each generation, from bone stock examples to some that look like they were WAY too close to an exploding JC Whitney catalog. There is always something I've never seen before, and there were several cars at this years show that were absolutely stunning!

A few C1's stood out to me, one with a 400 inch roller motor complete with 8 stacks of mechanical fuel injection poking through the hood, and another Resto-Mod with an upgraded chassis, LS3 power and a plush interior. There were plenty of C2's, ranging from 63 split-window coupes to 427 tri-power roadsters and a crazy black roadster with a 1957 Chrysler Hemi partially under the hood. The C3 folks had everything from early 427 cars and up. The C4 group was well represented too, with some really clean examples and one ZR1. A C5 won the "Best Engine" award, and although I'm not into under-hood "bling", this car was jaw-dropping! You like C6's? Again, everything from bone stock LS2 cars to the LS7 Z06 monsters showed up. I'm not sure of the numbers, but I'd bet the C7's were the dominant generation, and any color, trim level or model you like was on the field. The only C7's that weren't there was the mighty ZR1 and a few limited editions, but there were plenty of the last front motored Vettes to look at. In the C8 class there were quite a few, including John Elegant's amazing Z06. I don't quite understand it, but I think there were 10 C8's, and three were wrapped! Aren't there enough color options to keep you people satisfied?

The best part of the shows in my opinion are the people that own and love their cars. I spoke with some that had never shown before, and to many who had been to our other shows. Everyone has a story to tell, and once you get us Corvette folk talking about our cars it's a hard thing to stop. I love looking at something I've never seen before, and really appreciate the mechanical wizardry of the modified cars as well as the simple beauty of a good restoration. This was the first time I'd ever entered a show with a car "worthy" of being displayed on a show field. Last month I told the story of "Red", and brought her to the car corral portion of the showgrounds with the hopes of getting her sold. I spent days before getting her cleaned up and polished, and was really proud to set up my lawn chairs next to her.

There are plenty of shows all over the state during the summer, and not a weekend goes by that there isn't some kind of show, cruise-in or cars and coffee going on. I've been to a ton of each, but never got serious about competing. For me, entering in a show was just an opportunity to have the best parking spot while really being just a spectator. I knew The Amishvette wouldn't win anything, but I was still proud to be a part of something, and support whatever cause the show was promoting. And of course, the WVCA shows were something I wanted to support.

If you skipped this years show, you missed out on something really special, and if history is any kind of a guide, next years show could have over 200 cars! We have close to 100 members, many with more than one car, so it would be nice to have half the field consisting of WVCA entries!

Put an extra coat of polish on, get that interior cleaned up, clean up your engine compartment and show off your car!

Kent

# 2024-25 Standing Committees

## Carousel III Glass on the Grass Car Show for 2025

**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, Buzz Blogg, Chris Roethlin, and organizer Extraordinaire Kent Muhle.

### **Budget**

**Brent Wilson (Chair)**

### **Activities**

**Joe Peters (chair)**

Kelly Smothers, Joe & Pat Peters

### **Social Media Committee**

**Willamette Valley Corvette Association**  
P.O. Box 20576  
Keizer, Oregon 97307

**Place  
Stamp  
Here**

