

WILLAMETTE VALLEY



**CORVETTES**  
*Salem, Oregon*

CORVETTE ASSOCIATION



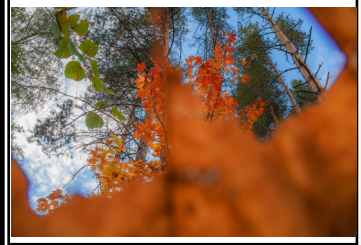
# GLASS SASS

VOLUME 46, ISSUE 9 SEPTEMBER 2023



WVCA President  
Kelly Smothers

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**G**reetings Veters: Let's talk about Corvettes. What a month August was. Busy, busy. Andrea and I like getting out and about on our weekends (yes we both still work), and this month was a busy one.

We took the first weekend in August to catch up on all the chores on the place that we've put off for most of the summer, (it's been hot this summer) and got like one or two done. You know how that goes, not enough of this to get that done, and or as I usually do, break a tool that was needed to get this or that done, or oh, I need a part to finish this top end. You know the deal.

The next four weekends were action packed. We attended the Pacific Coast Corvette Show in Coos Bay. It was a great drive down and we hooked up with SOCA and CCC and had a beautiful day on the coast, with really seeing much of the ocean.

While we were down at this event, there was a great turn out for the KeizerFest parade. It always amazes me how this club can come together. Frustrating for a strategic planner, but amazing nonetheless. What are you talking about Kelly?

At the July club meeting we had still not identified a person to lead the parade efforts. So we left it on the table as an event we would not do this year. Well, Wayne Kreger stepped up a few days later, and I understand they had quite a few cars (15?) that showed up and, had a great time. It's always a crowd pleaser when the Corvettes come down the lane. Thank you Wayne, for putting this together at the last minute.

We then went over to Lyons for a benefit car show for their volunteer fire department. What a turn out that event had as well. On Sunday, which is a day the club doesn't always make a run, Andrea led us up to Mt Hood for a lunch cruise. We took the back roads, made good time and well, were able to see miles and miles of smoke. Yep, the fires out of Eugene and Canada had everything socked in smoke.

Our favorite event of the Summer months is our local Cruising McMinnville event. Cruising McMinnville raises funds to provide scholarships to students that are pursuing trade school education and grants to teachers that benefit the trades industry. It is an amazing day filled with the best downtown area in the "valley" and has raised over \$20k for scholarships in the last 5 years. You should attend next year; it's more than just a car show.

I will include the Willamette Valley Street Rods Carousel Cruise on the 2nd of September as part of our four straight weekends of car events. What a great show, well organized, well run. They must have had 70 volunteers working the show. Which is almost the entire club. Just an outstanding job by all those folks.

This month we have three major events. We will kick off the Presidents Run; up the old Columbia River Gorge highway on the 14th. Troutdale to Crown

Point, Multnomah falls, Bonneville Locks and Dam to Hood River, Mosier to The Dalles.

From that eastern gateway to the Gorge is where the group that is going on to Corvettes on the Columbia will part ways with the group and head on up to Richland Washington for that weekend - filled event.

The Club Picnic is scheduled to be at Chandler's field at the Northwest Vintage Car and Motorcycle 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 1100AM 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.

And for my last tidbit, the club is sitting at 99 members currently, and my spreadsheet is tracking 18 families interested in joining. Remember our Dues year (FY) is different from the calendar year. Sooooo, your dues for next year start 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



I think the Club owes our illustrious President a HUGE Thank You for all he has done for the Club!

I have no idea how many of you folks have been on the website lately, but it is a beauty to behold! It looks great and has everything that anyone could want on it.

Please, folks, get on it and poke around and see how nice and professional it is now compared to the prior one.

And while I am at it, the Board also deserves a pat on the back for what they have been doing as well.

It is too bad that we have no new blood that wants to try their hand at management, but hopefully next year some of the talented newer folks will jump in and get their feet wet.

As Kelly stated, we now have almost 100 members and we need more than 4% of the Members participating in the operation of the Club so we can be successful. No Board=No Club and the current Board is on their 3rd term and will not be able or willing to be permanent, most likely. Buzz

I'm not sure if this will make it in this month's newsletter and we forgot to organize anything at the club meeting last week.

It's time for the Annual WVCA Picnic! Picnic is Saturday September 30 at 11:30 ish.. More details to follow. We're having it at Powerland Heritage Park again this year.

It will be in the park area behind the NW Vintage Car and Motorcycle Museum (where we have our club meetings) at 11:30. The picnic will be a pot-luck. I believe Nick and Marti are planning to bring a protein as a main dish for everyone. I'll let you know if I learn otherwise.

The picnic is scheduled for the same day as Corvette Day at PDX Cars and Coffee at Langer's Entertainment Center. The plan is to attend Corvette Day and then cruise to the picnic. Please send me an email or comment on Facebook if you're interested, and tell me what you're thinking of bringing. We will confirm with everyone as we get closer to the date.

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Last hurrah of the summer! Andrea Smothers



**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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# WVCA MEETING MINUTES

September 3rd 2023

6:30 PM CALL TO ORDER

Welcome everybody.

I've asked Connor Lock from Liberty House here tonight to accept the check for \$1000 from the car show this Summer. Connor wanted to thank the club for our donation. "This is so generous. This is a great phone call to get last week and, and we're really glad to be here and to be part of this and we appreciate you all and what goes into this."

**Recognize New Guests:**

**John and Darla**, My name is John. And my wife is Darla, we have a 2014 C7. So for our 50 year anniversary bought a new C7 Roadster Crystal red.

**Don Christensen** 2021 C8 Z51 Dark Shadow Gray Metallic. Dorothy has a 2010 C6 Metallic red, it's magnetic red. .

**Birthday Announcements:**

Kami Wilson, 9/3, Tom Kleve 9/16, Nick Valenzuela 9/20, Pats 9/25

Kent Muhle 9/26, Stephen Sims 9/27, Duane Stark 9/29

Approval of Last Month's Minutes: The minutes were distributed to you through the Glass Sass. The minutes are approved as distributed.

**Treasurer's report: Brent Wilson**

Checking	\$ 11,766.69	
Petty Cash	336.50	
Savings	8,313.56	(\$0.35 Interest)
<b>Total</b>	<b>\$ 20,426.75</b>	

Motion to accept the Treasurer's Report (Julie) second (Andrea). All those in favor, unanimous none opposed.

**President's Report:**

We did the Timberline Lodge cruise on a Sunday. We kind of normally do cruises on a Saturday. I think we ended up with 15, 14 car or something like that. And it was an absolutely beautifully smoky day on top of the mountain and with the fires coming up out of Eugene and down out of Canada at the same time. So when we got there you could actually see the mountain and by the time we left you could no longer see the mountain. Great drive, always fun to get out and run.

Andrea and I are Cruising McMinnville, that's our local show out by where we live. It was the biggest show they've ever had. I think that's true of just about every show we've been to this year, Joe, Pat, Andrea and myself. There was probably 150 cars lining up on Third Street in McMinnville.

If you haven't been to that event, the car show starts at noon, ends at

five and then it's an evening cruise the gut for about four hours in downtown Mac, which is a pretty amazing event. We go home as soon as the car show is over.

Keizer Fest parade was this month, and we decided not participate. Wayne got a phone call and so I just want to give some praise out to Wayne Kreger for getting everybody together. I believe there were 14, 15 cars again for the parade. Wayne can talk to you guys to death to get you to participate. I'm glad we were able to pull that off.

Host a jacket night in McMinnville this month. We were a few people short. So I would remind you, please if you are unable to attend, let me know in enough advance to make sure that we don't hold an extra table out of the establishments we're visiting. We want to have a good, reputation and good relationships with those folks. So just send me a note. I'm usually pretty close to the events guy. I mean, we talk just about every single day on the phone so I talk to him more than I do my wife.

#### **Nominations:**

This is the last month for nominations. So with that in mind, we will be taking any nominations from the floor, but current nominations for President are Kelly, Vice President Joe Peters. Treasurer Brent Wilson, Secretary Julie Schwerdt, Member at Large combination of Dave and Pat. Historian/photographer Gary Hill.

I didn't ask Buzz Blogg but I'd like him to continue as the Newsletter Editor and myself as the Web Master. So, voting at the October meeting. I would also remind you that the budget year starts October 1st. So your dues are due October 1<sup>st</sup> for the budget year that gives us an opportunity to finish and finalize the budget that, that I think Brent is going to go over tonight during the committee reports. I believe we have 101 members for the year.

#### **Vice President's Report. Joe**

**September 14th**, we had the President's run of the Columbia River Gorge and Andrea is going to talk about how that's going to work.

**September 16<sup>th</sup> and 17<sup>th</sup>** is a Mount Angel Octoberfest. It's a two day car show and they're both separate car shows. So there's trophies for each day, each show and I got a text or an email today that they need a couple of volunteers and if there's a couple of volunteers from our club, they could go up and help them park the cars and do all that business, that would be cool. They meet by ST Mary's or the ST Mary's church up there, I believe. So if anybody wants to do that, come see me after the meeting and we'll get that straightened out and get a phone number. It's a fun show and there's all kinds of other things to do. You have time to go see the Wiener dog race. It's totally worth it.

**September 20th** is Jacket Night and Brad and Christie are going to be taking care of that. They want us to meet at route 99 at 5:30 on the 20th. We're going to cruise out the back roads into, McMinnville to Newburg to the brewery. So that should be fun times.

**September 24<sup>th</sup>** is the Jordan Chicken Run and they are going to have chicken this year. Last year they had ham, nobody liked it. So that shows they like the chicken. The dinner is \$20 and the car show is from 10 30 to 3. They also have airplanes landing there. It's kind of cool. So they're only going to do 2000 dinners and I didn't bring this poster tonight, but I can look up their address, write in, send money in and get your dinners and everything will be cool. They're not making more than 2000 dinners.

**September 29<sup>th</sup>** is the Cascade High School home homecoming half time. They need 10 cars to show up between 7:00 and 7:15 Wayne who is not here tonight is in charge of that, but he, he mentioned he would lead it.

**September 30th** is Portland Cars and Coffee Corvette Day and more importantly, our club picnic and that's going to be here. So the club picnic is going to be here at the museum probably back in Chandlers Field.

**October 21<sup>st</sup>** is our Halloween extravaganza and Andrea Massey is going to talk about it. Planning it for October 21st at three o'clock and it'll be at Route 99. There's a sign up sheet going around. So sign up if somebody wants to help decorate it in advance, call or text me.

**November 2<sup>nd</sup>** is the Toys for Santa Cruz. So we need to bring them this night at the club meeting. And for those that can't make the Santa Cruz, bring them the 2 November club meeting because we don't meet before this actual Santa Cruz happens. It happens too early in December, Santa. So bring your toys to November new in a package stuffed animal.

**December 16<sup>th</sup>** is the Christmas dinner and gift exchange. So everyone has to go to that. There's going to be more information to come and that's all I have.

**Committee Reports:** I already did the nominating committee report earlier just to get it out of the way. Um I didn't hear any nominations from the floor.

#### **Budget Committee:**

Update again. Grab one or two and pass them down just boring. But at least give you a high level overview of what we're thinking. The top was all the cash, all of our cash as of last month. Not this month. So it's a little different this month. Not much, definitely 35 cents in savings. So, and then uh the club revenue essentially we as of this 2023 roughly 99 members which brings in roughly \$2140 we put in the budget to strive to get seven new family memberships. This last year we got a total of 18 new members. It's **Jamilah**.

Have you seen how she works? I mean, she works the car show. I was about to say she works the room, but you're right. She works the car show. She does. It's awesome. So anyway your goal is seven. 50/50 drawings have been averaging roughly about \$75. So that's another 900. So again, these are all estimates. So we're looking at about \$3400 in revenue expenses.

## SACC

The SACC meeting was two Mondays ago. One of the things you remember, I said I came yesterday for a cruise and I was the only one. Well, yes, WE were both together, there's a person that's been in the Road Lords, which is part of the SACC for a lot of years. Wilbur passed away here a couple of weeks ago.

So the only other thing we had the Brent Stroh Memorial Car show in Sublimity and it was pretty successful. There were 300 cars there.

**WVSR**, which is the Street Rods. LA Valley Street Rods had their show at the carousel, this last Saturday and they had 350 cars in attendance. There were a lot of cars, a lot of people wandering around, it was a fun show. And so, and that's pretty much all that's going on.

**Bowling Green.** The Corvette Caravan is still on August 22nd .

There's a polo shirt going around. If anybody would like to order those, they're \$28. We get a 20% discount. We can do one or four or 40. It doesn't matter to them. They are embroidered. They will have the same if you have C7, this is the flag that will be on them if you tell them C5 C8 s and all of them have a different generation flags on them. So that works out pretty good. The hats will have the same embroidered and they're \$18.

### Tech Time:

I don't know if Richard wants to talk about tech time or not, but I saw a note on our Facebook. Group that if you don't know about, it's out there that they're planning on putting an engine and transmission into her car this Saturday.

Any other tech time, public service announcement for Jamilah. She's got some C3 books and stuff on the table over here that she's selling. Uh, you know, if you, uh, a couple of things that I could use, so the horn cap, I'll take, tell me how much you want. Kelly for all that free advice.

A I do have time tech time from Joe. So I took my car in only because it was vibrating a little bit and I've seen that before. When you get them from the factory, they're aligned for street and track. So I had to get new tires, which were cheap and I had it all realigned.

And so it's as close as it can get to zero, they can't go all the way without buying other things. But I'll tell you what, I've never been able to drive that car with one hand ever and it used to, if you sneezed, it went in the ditch. And so it's so much nicer. Now, I can't even believe how, how much easier it is to drive.

**Good of the Order: None.**

### Corvette Trivia time:

We're going to start calling it Andrea's Corvette trivia time. This is a kind of a fun one that because I roll my eyes. I'm still laughing.

The most famous doll in the world is on the big screen and the plastic celebrity is behind the wheel of America's first Sports car. Barbie is riding in style in a 1956 pink Chevrolet Corvette.

The two questions for today for 50/50. What's the 50/50 amount, please? \$43 for drawing \$88 to the club. And the two questions today are, (1) What Corvette generation was the actual first Barbie toy Corvette? C3, correct C3 front row, Shane.

(2) So the second question and uh \$43 what year was it introduced. Who said 76? You are a Jedi Master of the Barbie.

50/50, the winner was Dana who won both 50/50 drawings.

Adjournment: 7:30



Keizer Fest Parade



*C-5 CORNER BY KENT MUHLE*

**C5 Corner**

***Stock, restored, modified, restomod? What does it all mean?***

**W**hether you like hot rods, sports cars, off-road stuff, micro cars, exotics, low-riders, pro-street or pro-touring, there are clubs, forums, shows and a ton of folks with strong opinions in each discipline. The pro-street movement of the 80's both fascinated and disgusted me. In 1977 Car Craft Magazine launched the Street Machine Nationals in Indianapolis.

Billed as the "Automotive Woodstock", it had a rocky start, but in 1986 moved to the Du Quoin State Fairgrounds in Illinois and was THE car show to see. Pro-street was an over the top class that tried to make show cars look like they could run in the pro-stock class of drag racing. Tubbed cars with giant tires out back, engines that poked out of the hood and full interiors. They looked, sounded and smelled amazing, but very few actually ever went down a racetrack. The extremes some of the builders went through got stupid sometimes, with cars sporting not one, not two, but up to three superchargers, and some guys even ran turbos up into a roots blower. They were show cars only, and rarely moved under their own power except to idle through the fairgrounds. They were completely useless, but the build quality and attention to detail was amazing.

The pro-street movement burned itself out, and the pro-touring trend took over favoring cars that could run a good number at the strip, but were equally at home at an auto-cross or road course. Engines and that could run in traffic without overheating, suspensions and brakes that allowed them to corner at over 1g, and comfortable interiors. Finally a show car that made sense!!

At the other end of spectrum are the concours events, where originality is judged over everything else. That means having all the correct castings, numbers, wiring, chalk or paint marks from the factory, and reproducing the

factory flaws faithfully, like over-spray, sealant gaps etc. A car is only original once, and I can see leaving everything as it was, but to completely restore a car to "as-delivered" condition never made sense to me. NCRS folks will argue this to death, but to me, restoring a car means putting it back to stock, while eliminating the factory flaws. I like to think of it as building the car like the factory would have done if they had the time and money to do it right. Bring a C1 with no ripples in the body and no over-spray to an NCRS event and you'll get dinged for being "over-restored".

Modified cars have always been my thing, as I like to make my "fun" cars my own. I always want more power, better handling, better brakes etc., but I also like good AC, nice tunes, and comfortable seats. My cars have always adhered to the "form follows function" philosophy, so except for the occasional body mods and nice paint, if it doesn't increase performance I'm not spending money on it.

My favorite category is resto-mod. I love C1's but the technology is over 60 years old, and as much fun as they are to look at, they don't drive very well. The wave of nostalgia fades pretty fast when the brakes are scary, the suspension doesn't do much more than hold the car up, and a V6 Honda Accord will leave you in the dust in any performance test.

But oh man, the looks you get driving a C1 almost makes it worth it. And that's the beauty of a good restomod. Put a C1 body on an Art Morrison chassis with modern suspension and 4 wheel disc brakes, stuff in an LS3 backed by a modern overdrive tranny, add a vintage air system and an up to date stereo with GPS etc. and you'll get all the looks while actually wanting to take it on a cross-country cruise. Restomods have grown so much in popularity that many times a good build will bring more money at Barrett Jackson than a car restored to stock.

Original, restored, modified, restomodded, whatever you choose enjoy your car and drive it. Kent

***Disclaimer***

*C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each 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.*



## Mid Engine Monthly Update: C8's Latest Great news! Yet the 2024 Model Year?

By John Elegant, [MidEngineCorvetteForum.com](http://MidEngineCorvetteForum.com)

**S**uperlative ending to 2023 model C8 production year!!!

As we have discussed before, the three C8 years (2020, 2021 and 2022) have had annual year production average 24,250 units. Yet, with three more weeks of the 2023 MY (Model Year) to go, at least 44,811 Stingrays and 5,477 Z06's had been built this year—that's a grand total of 50,298 total C8's. If the current daily production pace were to continue, approximately 3,300 more C8's could be built by end-of-shift by Thursday, September 14th (the 2023 scheduled "end of regular production", i.e., "EORP"). This estimated 53,600 total C8's for this model year would make it the 2nd largest Corvette production year in our 70-year history — with 1979 being #1 with 53,807 Corvettes that year. Here are the specifics on the 2023 model year numbers breakdown through August 22nd.

- Corvette Stingrays: 40,657; 70th Anniversary Stingrays: 4,164
- Corvette Z06s: 4,628; 70th Anniversary Z06s: 849

What a massive accomplishment!!! Again, more than twice as many Corvettes could be made in 2023 than in 2020, more than twice made in 2021 and in 2022. Those three years had an annual average of 24,246 units assembled. Accolades to the men and women of Bowling Green Assembly as well as the GM staff working in Michigan.

### Will there be a work stoppage to severely cripple the start of the 2024 model year?

The short answer is...we do not know. Three years ago, there was a 40-day, eight week long national UAW strike. The UAW's nationwide "return to vote" percentage was over 60%. But, the majority of Bowling Green Assembly workers voted against a return (as did just a handful of locals nationwide). Of course, BGA's UAW local #2641 had no veto in the national contract that was agreed on. On August 17, 2023, by over a 90% vote, both the general assembly and the separately voting skilled trades' workers of BGA's UAW local # 2614 voted to authorize a strike. <https://bit.ly/3P0v3dM>

On August 24th, the national UAW vote was 97% to authorize a nationwide strike. The mood at least on the UAW side could be characterized as "aggressive and demanding." Is this posturing on the part of the UAW? The current nationwide contract expires at 11:59 PM, EST, Thursday, September 14, 2023. <https://bit.ly/3L0BxYJ>

The UAW President's last statements/interviews have further added fuel to this fire. He is indicating they are striking all of the "Big 3" automakers at once.

To say the mood is far from optimistic to would be an understatement. Instead, it is pretty darn pessimistic. Let's hope an agreement gets worked out with not stoppage of production, especially at Bowling Green Assembly!

## Hooray for Corvettes At Carlisle

The largest annual Corvette show in the country in Carlisle, PA was another outstanding success. Attendance estimates exceeded 15,000 total daily attendance, with a record of over 3,000 Corvettes actually present. Highlights includes the Corvette team in attendance, specifically a large group of them lead by Tadge Juechter. Of course, there was also present the massive GM display tent with seminars by many other Corvette community leaders. On display were new 2024 E-Rays in the 3 new colors for next year! Here is a picture within GM's display tent taken thanks to Mike Furman @ Criswell, who was there early as Wednesday set-up-day started.

Harlan Charles gave a status seminar Thursday on the E-Ray:: <https://bit.ly/45riMFU>

There was also a separate content, later seminar by Tadge, Harlan, and Josh on both Friday afternoon and Saturday morning. That's here thanks to Keith Cornett, aka "CorvetteBlogger."  
<https://youtu.be/sIJMAsVgE1E?si=S-Vi3gTugL8KaUW4>

Carlisle also had its traditional mega-amounts of vendors, other national Corvette community leaders, DIY presentations, and many other specialty activities. One special event was a presentation recognizing Mike Furman's 6000th Corvette sold,



which was led by Adam Pitale of Adam's Polish-es. Corvettes at Carlisle culminated with its traditional Saturday parade to downtown Carlisle.

## 2024 C8 Stingray And Z06 Allocations Started Follow By E-Ray Allocations Next

GM started off the 2024 model year excitement by issuing thousands of 2024 Stingray and Z06's allocation in July. More were issued in August. However, as of this article being written, not one E-Ray customer allocation has been granted yet. GM has stated that the start of E-Ray customer production will be October 23rd, with the first batch of E-Ray allocation possibly being issued no later than the time most of you are reading this, (i.e., sometime in early September). Alleged, but not confirmed, a top Corvette team member stated at Corvettes at Carlisle that E-Ray allocation would be held off until we know exactly what the UAW strike status is.

While we wait, we wonder how long will the E-Ray's ramp-up be? Traditionally, GM has a slow walk-up daily production process for every new model. And don't forget-all new Corvette models have an initial Quality Control Hold (QCH) once the first batches roll off the assembly line. That Quality Control Hold is traditionally two weeks or longer. Last year, while the first customer Z06's started down the assembly line on September 20th and were completed about one month later, the first ones were not released to customers until the week of November 4th. Will this be the same for the E-Ray? I am guessing that even if there is no work stoppage, the first E-Ray will not get released until the beginning of December. If there is a lengthy strike, sadly that release date might not be until January or February of next year.

## Corvette Racing Line-Up/Changes For 2024:

Alexander Sims and Nicky Catsburg are joining IMSA Corvette factory lineup for 2024. They will form the full-season GTD PRO crew along with IMSA program veterans Antonio Garcia and Tommy Milner. On August 17th, Corvette Racing by Pratt Miller Motorsports confirmed its full-season for the 2024 IMSA WeatherTech SportsCar Championship. We will see a pair of Chevrolet Corvette Z06 GT3.Rs compete in the GTD PRO class. The quartet of drivers will contest the 10-round GTD PRO championship for Corvette Racing by Pratt Miller Motorsports in the debut year of the Corvette Z06 GT3.R. Driver pairings will be confirmed at a later date, but those four drivers are well-known in the world of GT racing and specifically with Corvette, with a combined 34 years of service with Corvette Racing and Chevrolet. Here is the gorgeous C8 Z06 GT3.R they will race: Picture and information thanks and credit to Richard Prince and RACER.



## Museum Delivery Option “R8C” For Your New Corvette

My wife and I have done this twice, first for our C6 and then just months ago for our C8 Z06. We will do it again. Over 1,000 Museum Deliveries occur every model year. It is the time when each new owner(s) is presented their Corvette by their personal “Delivery Specialist.” This occurs on Corvette Blvd, the main large aisle within the Museum.



The Specialist goes over the Corvette’s many functions/operations — in whatever length of time the owner wishes. R8C also includes a tour of the Museum and a Bowling Green Assembly Plant tour. However, it must be selected at the time your original order goes in. I have been asked many times to explain it in more detail; perhaps best way is to share a delivery thread and then this 15 minute video of our C8 Z06 being presented to us at the Michelin NCM Bash. One R8C delivery thread: <https://bit.ly/3Pe0i6h>; Delivery Day R8C video by Jeremy Welborn: [https://youtu.be/TS\\_HiOOtQCw?si=KsswplvAKKvVVUiu](https://youtu.be/TS_HiOOtQCw?si=KsswplvAKKvVVUiu)

For more R8C content and explanation, please listen or watch the CORVETTE TODAY podcast/YouTube video done with host Steve Garrett and Al Fuller, who has owned 21 Corvettes and done 3 R8C Museum Deliveries! The podcast is here: <https://podcasts.adorilabs.com/corvette-today/corvette-today-172-the-r8-c?eid=I4Cr2U3egEkWNDhJ>. To watch it via YouTube: <https://www.youtube.com/watch?v=FvLqRJFEKd8&t=1s>

As the summer slowly begins to wind down, most of us have at least one more major Corvette event

coming up. May all of your Corvette activities be super fun and filled with perfect weather. I wish you all a safe and super exciting Corvette fall season, as you continue your many miles of Corvette driving smiles. Thanks for reading this month’s rundown and discussion of what is soon upcoming in our Corvette world..

**John Elegant**



**Mt. Hood Cruise**





## Looking Back

by: Paul Ennor

Last month a Facebook post from one of our members got me to thinking about time, age, Corvettes, life expectancy and all that sort of stuff.

It goes without saying

that all of us in WVCA own at least one Corvette.



It's the one and only requirement to be a member. Perhaps a few of us think that our Corvette owns us. I started to write an article about that concept this month but set the thought aside for some future iteration of this column. Don't hold your breath waiting for it though because it's only a wild thought right now.

This month I will concentrate on something else. Last week a Facebook post by one of our members caught my attention. It seems that the unnamed member had broken a simple glove box latch on her C6 and gone to a Chevrolet parts counter to buy a new one. That sounds simple enough, except that the parts guy told her that her 2010 Corvette was so old that Chevy no longer stocked the part she needed. It seems that Chevrolet considers any Chevy over ten years old to be too old to bother supporting with replacement parts. I thought to myself, "*what the H...!* A C6 is considered old by Chevrolet?" I consider those C6 years to be newer Corvettes. I mean, I have socks older than that.

Where does that leave those who have really "older Corvettes"? You know, the C1, C2, C3, C4 owners. This got me to thinking. Who exactly defines "old" in the automotive world? Apparently, the manufacturers have their definition. That being anything ten-years-old or older. GM seems to expect that you will trade in that old Corvette for a new one before it reaches that mystical ten-year age limit. I know a couple of people who do that but most of us don't. So, we are left to the aftermarket or junk yards to find even simple parts for our vintage Vettes built before 2011. Now we know how Chevy defines old or vintage or obsolete. How about others?

Oregon DMV says any special interest car 25-years-or-older qualifies for special interest (SP) license plates. That means any C4 Vette or C5 Vette 1997 or 98 is, guess what? Officially old! If you drive a C4 or early C5 Oregon says that you are driving an obsolete special interest car. Looking deeper I found that Oregon also has an Antique plate and registration option. The rules for those are typical Oregon bureaucrat gobbledeygook: "*Under Oregon license plates rules, a motor vehicle qualifies as an antique ride provided it is older than half the number of years between the current year and 1900.*" That's clear as mud isn't it. But after a bit of calculation, it seems that any Corvette from 1953 to 1960 is by Oregon definition an antique and 1961's will qualify as antique in six months.

Let me summarize the best that I can. If you own a C7 or C8 you have a "newer Corvette". A quick look at the parking lot at any WVCA meeting shows that the club is predominately made up of newer looking Corvettes with quite a few C7's and C6's plus a few C8's. Then the demographics tails-off quickly into lots of C5 and C6 Vettes with a smattering of C4's. Almost all those GM considers obsolete and trade-in fodder for the Chevrolet sales force. There are still a few of us with C3's, a couple of C2's and maybe a C1 or two out there that we seldom see.

I am the proud owner of two special interest (SP plate) C3's. I love them. I've owned one of them for 50-years. As time marches on there are a lot of Corvettes that will catch up with mine sooner than their owners want to admit. I welcome you to the other side of the rear-view mirror. Get your Eckler's and Mid-America parts catalogs and find a mechanic who knows how to fix and maintain older cars. Oh, let me tell you that when you arrive at 25 the SP plates are cheap. You only need to buy them once and don't ever have to renew them. AND, they only give you one plate for the back of the Vette, so you don't need to use a front plate at all if you have an SP plate on the back! But you are only supposed to drive the car to parades, shows, club activities, and so forth. I've never had a problem. I own my Vettes for club reasons anyway. I have a couple of "tin cars" as daily drivers.

Until October, Good Bye and save the wave.

# 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

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