



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 2 FEBRUARY 2024



WVCA President
Kelly Smothers

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Greetings Veters. Here is hoping everyone has warmed their Vettes up after that cold snap we had. Oh, and checked their batteries, fluid levels and maybe even started it once or twice making sure it knows it's still loved.



Rumors are true. We bought a 2019 Sebring (also known as High Voltage) Orange Grand Sport this month. When it came down to it, I wanted the orange over the Z06 (I can always add the su-

percharger) and or manual transmission, (honestly I am getting older lol). And while there could be a complete dissertation on whether the A8 is faster in the quarter mile opposite the manual, this isn't the forum for debate. Let's have fun. Modifications have already begun and we are looking for some fun this summer.

Andrea has been sending out regular WVCA Events emails, so, check your spam/junk folders to make sure you are getting our events. We'd love to see you out there. Not a lot going on in February just yet, but the next event is Jacket Night @ La Hacienda Real @ 5024 River Rd, Keizer, OR, Hosted by Cathie and Larry Raaf, If you're not going to make it to the meeting this month to sign up but still want to go, please email Cathie @ Justaquarter-pounder@gmail.com so she can let the proprietor know how many people to expect. We like to do this to make sure they have the staff available for our 30ish people each month.

Local happenings in March. The Salem Roadster Show is March 2nd at the State Fairgrounds in the Jackman Long Building, admission \$15.00. As a side note, everyone that attended the Albany show and swap meet met at the Yard in Salem for lunch after the show, sounds like we are going to do that again. So, hope to see you at either of those events.

April brings showers? Yep, but it is also the annual Cherry Blossom Poker Run held on 13 April. This is the first Club event of the year. We will meet at Walery's Pizza in West Salem and head out from there. We of course always try to do this as a club cruise... But that doesn't always work. ;) Joe Peters let me know that we will be doing a couple different stops this year.

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

February 4th 2024

Meeting called to order 6:30 PM

Guest: none

50 50 drawing, tickets have been passed around.

New Members to vote in:

Don and George and Jo Ray Perkins

All in Favor, all opposed. Motion passes

Members who have not paid there dues have been sent a letter and have said they are going to take care of the membership dues.

Birthdays:

Dorothy has done an amazing job getting the Birthday's together for FaceBook.

Molly Hendricks 02/18

Lou Berry 02/10

Approval of Minutes

Approval of last month's minutes. Having no corrections offered, the minutes are approved as distributed.

Treasurer's Report: Dr. Wilson

Balance in Checking	\$ 4,126.30	
Petty Cash	\$ 186.50	
Savings	\$12,435.29	(\$? Interest)
Total	\$16,748.09	

Motion to accept the Treasurer's Report: Motion was made (Julie) and seconded (Jamilal) to accept the Treasurer's Report. All in Favor—passed.

President's Report: No New topics for tonight's Meeting

- Board Meeting before regular meeting: Setting Official Date for the events for the year for Insurance.
- July meeting is moved to the 11th
- Jacket night is moved to the 26 of June
- Suggestion By Laws and Constitution change

- Two year offsets for Position of President and Secretary would be up one year and Vice-President and Treasurer would be up the next year. Member at Large would be every year.
- Car Show would be back at the Carousel June 21, 2025.
- New credit card processing, Free business PayPal account.

Vice-President's Report:

- February 21 - 6:30 - Larry and Cathie Raaf - LA Hacienda Real 5024 River Road, Keizer Or.
- March 2nd & 3rd 9-6/9-5 - Salem Roadster Show \$15.00 (Sunday Ladies Day \$5) Oregon State Fairgrounds
- April 13th - Cherry Blossom Run, 9am start. Location not set yet. We are co-hosting the last stop with the Capital Area Mustang Club. We want to make this stop more of an event with food, drink, pictures of cars at the gas pump. etc. Need Volunteers at our table.
- April 27th - ODVA - Oregon Veterans Home Car Show Lebanon
- May 11th Cascade High School Car Show - 9:00 - 2:00
- 18 May - KeizerFest parade. Call back first of February for sign up sheet - Need Lead Identified
- May 27 - Mary's Peak Cruise - Meet @ Linn Benton Community College @ 10:00
- Starting May until August (31-May, 28-June, 26-July, 30-August) Stayton's Last Friday TGI Friday
- June 2 - The Gut Car Show - 8:00 am - \$15.00 - 1330 Hall Street NE Salem Or
- June 8 - Paralyzed Veterans of America - June 8 - Brooks Car and Motorcycle Museum @ 9:00 am \$15:00
- June 15 - WVCA Pit Roast and Picnic
- July 14 - Springhill North Albany Car Show - Gates Open @ 8:00 \$25,00 Registration Fee
- July 20 - Cascade Corvette Club, Corvette's at Kendall (Andrea and Kelly will be judging)
- 27 July Strohmeyer Car Show
- August 17, 2024 - Endless Summer Cruise In - 9:00 - Ilani Casino Cowlitz Way, Ridgefield Wa.
- We are taking names now for Jacket Night Hosts in 2024, so if you want to host a particular night. July, September, October, November, and December (?) are still available. Contact Joe Peters.

We are also taking Names for Monthly Cruises for '24, Let Joe Know if you want to lead a cruise?

Committees:

SACC, Cherry Blossom Festival.

Bowling Green update: Bowling Green will be closed for the Month

Caravan August 21-24th to Bowling Green

New Business.

No new business

Old Business

No old business

Tech Time:

Isaac Palmer is working on his car new Mod changes

Good of the Order:

None

Trivia:

Valentines Theme

In 2007 Hot Cars offered a 6 car Valentine day set,

What year was the Hot Cars produced? 1968 (Hot Bob)
How many Hot Cars does the average kid owns? 50 (Brenda)

\$190 collected and Club Gets \$96 and each winner get \$47.

Larry \$47.00

Robert \$47.00

Adjourned 7:15

It sounds like they will be taking the Deepwood Museum and Gardens off the stop list (tends to be a lot of cars in a small place) and they are still in the works to add a couple new ones. We will be hosting the last stop in conjunction with Capital Area Mustang Club (CAMC) at the Northwest Vintage Car and Motorcycle Museum near Brooks (our club meeting location).

Also in April is the Oregon Veterans Home Car Show, more info to follow. May brings one new and one old yet new event. Cascade High School Car Show is 11 May and after calling the Keizer Chamber early January, they are moving the KeizerFest Parade to 18 May this year in an attempt to include the highschool marching band.

June 8th is scheduled for the PVA Car Show that is usually held at Home Depot which will not be held at Power Land near Brooks. And lastly for June, we will be having our annual club picnic at NWVC&MM on the 15th. Wayne Kreger is heading up a Pit Roast. We will be looking for some volunteers to help with this event the day before and the day of.

Some Trivia for you. Andrea and I attend a lot of car shows. One thing that keeps catching my eye on some of the older Chevrolets is the flag emblem on the car.



So, these photos are the original (left) and the final (right) Corvette logo, notice that the American Flag was removed,



it could not be used in a commercial enterprise. Enough said. But, being an Impala lover I noticed quite a few cars with this log on its fender. You may also see these emblems on



El Camino's, Chevelles and Nova's. So if you are out and about, and like me initially thought someone was using Corvette flags, lots of the Chevy line up used similar flags to denote their brand.



Hope all is well with you and yours. We are starting the process of cleaning the toys up for the summer months here at the Garagemahal. (Andrea's shop). If you have questions, don't hesitate to send me a note or ask in our Facebook group. We have a lot of talented people in the club with expertise from just about every generation of Corvette.

Happy February Kelly

(Continued from page 7)

The owner explains how the frunk storage area opens up automatically by itself, while he is driving the car. He also points out that owners of the 2020 model year complained about the same issue.

Long Waiting Times To Buy The Corvette C8

HotCars contributor, Simran Rastogi said that long waiting lists have become the norm because of Covid-19 shutdowns and shortage of components.

"Speaking of, the waitlist for the 2023 Corvette could put off several potential buyers, if the insane dealer markups haven't already done so. For a Corvette customer lucky enough to book one, the wait of 12-18 months (or more) to take delivery of a new C8 will be excruciatingly long," said Rastogi. "While build and delivery times of the C8 Corvette is only 6-8 weeks, it seems the long wait comes from actually placing the order for one and getting an allotment."

Engine Problems In The Corvette C8

Some LT2 engines come with serious problems, which led to catastrophic consequences. The engines that were built using a faulty batch of valve springs between June 1 and September 15, 2020, were the most affected. But this issue also impacted other engines like LT1 and LT4. However, engines built after that date are not impacted by this problem, although they have their own issues.

Loss Of Drive Power

As mentioned before, the National Highway Traffic Safety Administration has issued a recall for certain Corvettes manufactured at the GM Bowling Green Assembly Plant in Kentucky because of the missing ball bearings for the 2021 and 2022 model, which could lead to loss of drive power and even crashes.

"A review of field data completed on January 22, 2022, revealed no additional relevant field incidents," said General Motors. "GM is not aware of any injuries or crashes related to this condition."

Avoid This Year Of The Corvette C8

Although the NHTSA has issued 4 recalls for the 2020 Chevrolet Corvette because of issues with the seat belts, service brakes, electrical system, and latches/locks/ linkages, consumers shouldn't avoid this model. But if they decide to buy a C8, they should stay away from the 2022 Chevy Corvette, which was ranked by Consumer Reports fifth in the top 10 worst in reliability, with a reliability score of 13 out of 100.

Sources: NHTSA, Car Sales Base, GM Authority, Top Class Actions, Cars.com, Corvette Forums, Vola Cars, Consumer Reports, Carmax, RepairPal.



Mid-Engine Monthly Update: The Latest C8 News

John Elegant, MidEngineCorvetteForum.com

53,785 Corvettes Were Made For Model Year 2023

The subtitle for this section should have been “2023 production was oh so close to the 1979 model year record of 53,807 total Corvettes made.” 2023’s number was just 23 units short of breaking that all- time Corvette production record.

For those who love stats, linked are the three extremely detailed pages of breakdowns for 2023 production by model, options, color and more. bit.ly/3HzZAAG

New for 2024 is this blue stripe. Coupled with its two-blue interior...



Z06 Production

There were limited numbers of Z06’s made during the initial three weeks of January. For example, during the first three weeks of January production, only 28 Z06’s were made. But thankfully, week four started with a 51-unit production count. Why so few made the first three weeks? Candidly, we have no idea. In the last six months of 2023 production, an average of 45 or even 50 per day were made. We are wondering if was there a Z06 parts supply issue or a Z06 problem that was uncovered that needs to be rectified?

So what is happening the last two weeks at the Bowling Green Assembly Plant (BGA)? The good news is that a lot is

happening! The most important of which is that both shifts were working ten hours and even a required Saturday overtime occurred on January 27th. That meant an additional 500 more C8’s would be made the last two weeks of this month. Because of overtime, January 23rd saw the 2nd highest total of C8’s ever made with 165 Stingrays, 51 Z06’s and even 6 E-Rays made that day. The all-time high C8 production day was September 25th when 225 were made.

There is more BGA news...part of the abandoned old paint shop is being dismantled (the brand new paint shop building was completed in late 2018). Why now? Again, we don’t know nor do we know what the secret is inside the plant change that is resulting in all public tours being stopped effective at 5:00 PM Friday, February 2nd. The latest news is that the unchanged for over 40 years entrance to the Plant is going to be completely re-done. 2025 Interior Remodel...?

Is the long-awaited goodbye to the “wall of buttons” coming for the 2025 models? That “wall” is the visual divider between the driver’s and passenger’s areas. Is it finally being replaced? For four years, we heard rumors that Michael Simcoe, Worldwide Chief Designer for GM, wanted the great wall of buttons to go away. Or...?

Might the plant be starting down some super-secret new model path that GM does not want us to see or know about? Could BGA be working to assemble a prototype Corvette EV SUV’s?

Or another long shot...might the 2025 model year see the surprise insertion of the Corvette Grand Sport into the C8 lineup? If it is the latter, we know of the Grand Sport's popularity. Specifically, during the last three years or the C7 generation, more than one in three Corvettes sold were Grand Sports. For 2019, even with that year's one-year release of the ZR1, Grand Sports were 52% of all 2019 Corvettes sold. One thing is for sure - bringing out a Grand Sport would be the easiest new model to produce. 99% of its elements are already developed and in production. Short of some minor suspension tuning and perhaps changing some bushing firmness, how easy would it be to marry the Z06's/E-Ray's wide body with the Stingray's 6.2L LT2 engine/powertrain! Or...?

When we saw what was believed to be the C8 ZR1 testing at the Nurburgring six months ago, might the BGA lock-out be to send a bunch of C8 ZR1 CTF (Captured Test Fleet) development cars down the production line? Maybe BGA does not want us to see the complex challenges of assembling a ZR1, especially with its recently rumored active aero components? If that were the case, why not just close the plant on Tuesdays for a few months when the assembly line runs those ZR1 CTF's? That would leave it open for public visiting the other four days of the week. As we know, GM did file a patent for C8 aero. They have not officially mentioned that there would be C8 active aero. Yet, we have that complete patent here: bit.ly/429Tn2R

Even more complexing is that most sources are saying that the BGA shut down to all outsiders could be a full year. We remember when former Plant Director, Kai Spande said, "everything has been removed to the point that I could release a bowling ball from one corner of the plant to the other and not hit anything." At that time, all new C8 equipment was installed. And if there is one thing that GM does superlatively, it is to install all needed upcoming equipment when they do a major overhaul. When the new mega- sized paint shop was installed, we were told that the new paint shop equipment was the most advanced anywhere in the world. At that time, similar new equipment was installed in the body shop and other parts of the plant. So, what is going to take them a year or so to remove, replace and upgrade? Are they are bringing in some new models into the plants and/or converting the facility to three shifts per day. We just have conjecture here, for we truly don't know anything about what is going to start happening on the morning of February 5th.

C8 Allocations In Late January

Lots of Stingray allocations were issued. A small to moderate amount of Z06 allocations were granted. But no E-Ray allocations were awarded. Here we are, already into February and only two rounds of E-Ray allocations having ever been issued. Of the two allocations issued last fall, both very small in terms of total numbers. Let's hope that we start seeing actual E-Ray production ramping up in February and that GM issues lots of E-Ray allocations!

Where Are We On 2024 Production Totals?

In 2024, over 11,000 Stingrays have already been produced and over 3,000 Z06's have been completed. As of this writing, more than 50 E-Ray's have been assembled.

E-Ray Video News

GM has recently released new Corvette Academy E-Ray videos. Here is an early one on its "electrified stealth mode": <https://youtu.be/Vr7MohI1M8Y?si=esAbIB8dxQw-MLq3>

Another E-Ray Academy video released is entitled: "One of A Kind":

https://youtu.be/av5l_Mq4Ba4?si=PzVVbDj16nIEletj

E-Ray Production

Customer car production is ramping up. The first three customer E-Rays were made in December 2023. However, as of the writing, not one of them has been delivered to their customers. After the three were made in December, the next three customer E-Rays were assembled the first week of January. Again, as of this writing, over 50 customer E-Rays have been completed. So, after an expected and projected slow initial ramp up, we see that E-Rays are starting down the line in increasing daily numbers. E-Ray's ramp up has mirrored the C8 Z06 ramp up from last year. So, about this same time last year, we were wondering how come Z06 production was extremely slow. But by the time March was over, it was trending in the 30-50 unit-per-day range. Can we expect similarly for the E-Ray? WE HOPE SO!!!

Corvette Racing Is Back

After the winter hiatus, we are glad to see four different Corvette Z06 GT3.R's at Daytona's Rolex Race. Two were in the GTE Pro class; two in the GTE Amateur class. There are also other GT3.R Corvettes racing in the WEC and another team in another series. It's going to be a fun year watching it unfold. Here's to great results!

Thanks for reading. Even for those of you in cold weather climates, I hope your February has some upside surprise weather so you can get back into your Corvette after its Winter nap. John

10 Things Corvette C8 Owners Never Tell You© Provided by HotCars

Legendary figures like Frank Sinatra, Dean Martin, Dinah Shore, and Elvis Presley loved the Corvette. Even the crew of Apollo 12 owned this iconic sports car. Yet as time went on, the Corvette started to lose some of its star power. That is, until the automaker released the C3 in white, and once again, Americans remembered why they adored this vehicle. The [automaker sold an impressive 43,681 classic white Corvettes](#) of the C3 generation. Just for context, in 2021, Chevy sold a total of [33,041 Corvettes](#) and this includes all colors.

Fast-forward to 2019, when Chevrolet introduced the C8, and celebrities like Sylvester Stallone and KISS rhythm guitarist and co-lead vocalist Paul Stanley have started parading their Corvettes. And if younger generations had ever forgotten how amazing the Chevy Corvette is, they have just been brought back to their senses. Since the release of the C8, most gearheads have this mid-engine sports car on their wishlist, but there are some things C8 owners never tell you. So keep on reading to find out more.

The Corvette C8 Has Reduced Rear Visibility

The fact that the Corvette C8 suffers from reduced rear visibility is common knowledge. As General Motors mounted the engine in the rear middle of the car, the process impacted rear visibility.

“In the C8, you've got a window right behind your head and an engine right behind that. As a result, cabin space, cargo space, and rear visibility are all considerably reduced in the C8,” says Carmax. In this context, rear cameras and park sensors become your best friends.

The Corvette C8 Experiences Transmission Problems

“Some C8 Corvette Stingray owners have experienced gasket failures with their vehicle’s Tremec TR-9080 transmission, resulting in leaks, while others have observed error messages telling them to put the vehicle in park and take it in for servicing,” says GM Authority.

General Motors' data submitted to the NHTSA indicates they may relate the problem to “debris on the park position sensor magnet causing an incorrect position reading to the (transmission control module).”

The C8 Has Average Reliability, At Best

According to Consumer Reports, the 2023 Chevrolet Corvette has a predicted reliability score of 3.0 out of 5.0. Meanwhile, the 2022 model had an even lower reliability score of 2.0 out of 5.0 and there is already a recall on this model because “rear half-shaft assemblies may be missing one or more ball bearings, which can result in a loss of drive power.” RepairPal also gives the Chevrolet Corvette an average reliability score of 3.0 out of 5.0.

The Corvette C8 Offers Small Storage Capacity

Sports cars aren't really famous for their generous storage capacity, so, understandably, the Corvette C8 is not an exception. Consumer Reports gives the 2023 Chevy Corvette a score of 1.0 out of 5.0 for truck space and cargo area. Gear heads interested in this vehicle should consider that the 2023 Corvette offers only 12.6 cubic feet of cargo space, which is decent enough for a sports car. The space is divided between a front and rear trunk, but don't expect to carry more than your groceries and a couple of small bags.

The Corvette C8's Cabin Is Very Cramped

In the past, sports cars prioritized the comfort of the driver, while ignoring the passenger. However, in recent years, things have changed. General Motors took a more traditional approach to passenger comfort when it comes to the C8 as the copilot has a tighter spot and the entire cabin is driver-oriented. On the Corvette Forum, fans discuss how their wives and partners find it difficult to accept the car because of the narrow space.

“My wife really does not like the C8 passenger side. She said she feels like she is in a motorcycle sidecar and she is just along for the ride,” said a forum user. “I did sit in the passenger side and also thought it was smaller than our C7. Part of the reason is that the console angles inward as does the passenger door which makes it seem smaller. It might have more leg and headroom, but does seem to be narrow side to side compared to a C7.”

The Corvette C8 Experiences Electrical System Issues

In December 2018, several media channels reported that General Motors postponed by 6 months the release of the 2020 Corvette C8 because of electrical issues. Unnamed sources told GM Authority that engineers discovered a “major electrical issue” with the Corvette during the development process. It seems like GM hasn't fixed all the bugs because the C8 still suffered because of electrical system issues. NHTSA complaints for the 2022 Chevrolet Corvette include 3 complaints for the electrical system. For instance, a complaint filed with the NHTSA says that the “2022 Corvette is dangerous and could kill someone on the highway.” **(Continued on page 4)**



C-5 CORNER BY KENT MUHLE

The Sound and the Fury

I have always loved the sound a good engine makes, even as a kid way before I knew anything about them. My Grandpa Elmo had a Studebaker Golden Hawk that was pretty mellow sounding, but that supercharger whine added an interesting element. Then there was a guy down the street from me with a primered Henry J and a small block backed by a 4-spdr that would spend weekend nights practicing his launches and speed shifts until his dad would come out and put an end to it. At the time, I had no idea what a “launch” was, and had never heard the term “speed shifting”, but the sounds that car made were magical, and my fragile little mind was permanently warped.

I watched any and all motor-sports that were televised in the 60's, but you can't really appreciate the noises a race car makes on a 19” black and white TV. My Grandparents bought a Magnavox console TV and stereo setup, which had a massive 24” color TV that would play through the cabinet speakers. I can't tell you how many times I heard “Turn that noise down” when the Wide World of Sports showed the top fuel classes.

My High School parking lot in the late 60's and early 70's looked like a modern day cruise-in, with all kinds of cool muscle cars sporting V-8's. When school let out, it was like a cars and coffee today, with burnouts and all kinds of Hooligan activity. In my senior year, (1973) I finally saved enough money to buy a 1970 Roadrunner with a 383 magnum, 727 trans and a 3:90 Posi in my favorite Mopar color, Plum Crazy. The first modification I made was to put a set of Hedmann headers and a pair of Doug Thorly SuperMuffs on it. I really wanted Purple Hornies, but my folks thought the name was crude. Apparently they didn't get the whole “supermuff” play on words. The new sound

changed the personality of that car completely, and that was with a stock cam. One day Ken showed up with a 70 Duster that had a 340 6-pack with a four speed. His dad owned a local Plymouth dealership, and went into the Direct Connection catalog building a killer motor. I had never heard a radical cam in person, and my Roadrunner immediately sounded slow by comparison.

In 1979 I bought a 70 Olds 4-4-2, and immediately started messing with it, ending up with a 461 cube motor that revved to 6500 RPM, and had a cam that would make your eyes water. It sounded like a pro-stock, and due to the combination of 2” Hookers into 3” inch pipes dumping into 2 chamber Flowmasters with turndowns, once fired up nobody wanted to street race. That car sounded angry all the time, and was as much fun to listen to as look at.

My Corvette life has been more about Autocross than Drag Racing, so I've never put a crazy cam into one, I was unimpressed by the stock exhaust though, so I put on a Billy Boat cat back system on and love the way it sounds while driving. Modern computers and fuel injection allow you to mess with the sound quite a bit though, adding little crackles and burbles that make it more interesting. I dialed my tune and exhaust in so the AmishVette sounds happy going through the gears. Very subjective, I know, but it sounds like it yells “Whoopie” in each gear, which just begs me to do it again. Like the meme says, “Some people call it a tunnel, I call it a concert hall”. A few years ago the Burgess family had the misfortune of being behind me in a tunnel as I dropped into second and carried the LS1 to 6300 in second and third before backing out and letting it pop and snap. I presented Maryanne with a set of earplugs the next time I saw her. Sports cars should be seen AND heard, so bring on the loud pipes!

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.



Ancient History of Corvette Engines

By: Paul Ennor

This month I'm veering off into a completely different subject matter than my readers have come to expect from me.

Long cold wet winter months lead me to browsing the Internet where I got into looking at Corvette engines. Since my column is sort of dedicated to ancient history I will not try get into current Corvette engines, but rather I will concentrate on the internal combustion engines that powered the Corvettes of the past, i.e. pre C8. This will not be a comprehensive or even totally technically accurate presentation and I may skip your favorite engine like the ZR1 Indy. I give it to you simply for basic knowledge and entertainment. I used Wikipedia for most of this source information.

ous 350 cu in (5.7 L) versions. Introduced as a performance engine in 1967, the 350 went on to be employed in both high- and low-output variants across the entire Chevrolet product line.



Gen II Small Block engines
Generation II LT1 is a small block V8 engine. Making its debut in the 1992 Chevrolet Corvette, the new LT1 sought to draw upon the heritage of the 1970 Chevrolet LT-1.

A significant improvement over the original Generation I V8 is the Generation II LT1's "reverse cooling" system, allowing coolant to start at the heads and flow down through the block. This keeps the heads cooler, affording greater power through a higher compression ratio and greater spark advance at the same time it maintains higher and more consistent cylinder temperatures.



Stove Bolt straight six – the first Corvette Engine

The 1953 Corvette used a unique version of the high-pressure 235 straight six engine originally designed and introduced in 1929.

This Corvette variant came with mechanical lifters, the same slightly higher-lift camshaft as used in the 261 truck engine and three single-barrel, side-draft Carter Model YH carburetors to produce 150 hp (112 kW).

LS engines



General Motors began developing its Gen-III Small-Block engine to replace its popular Gen-II V8 in the early 1990s. Chevrolet debuted the new 5.7-liter V8 engine, designated with engine code LS1, in the all-new C5 Corvette in 1997.

The LS1 featured an aluminum block and cylinder heads with steel or cast-iron inserts for high-wear areas like valve guides and cylinder walls. Besides the reduced weight, the firing order was the most significant difference between the LS1 and its predecessor. The LS1 fires its cylinders in a 1-8-7-2-6-5-4-3 order, whereas the Gen-II V8 uses the 1-8-4-3-6-5-7-2 firing order.



Corvette Small Block Engines

Gen I Small Block engines

Production of the original small-block began in late 1954 for the 1955 model year, with a displacement of 265 cu in (4.3 L), growing over time to 400 cu in (6.6 L) by 1970. Among the intermediate displacements were the 283 cu in (4.6 L), 327 cu in (5.4 L), and numer-

LS horsepower values range from 345 in the 1997 5.7-liter LS1 Corvette to 638 in the 6.2-liter LS9-powered ZR1 Corvettes produced from 2009 to 2013.

The ZR1 LS9 engine benefits from lightweight titanium connecting rods and a "2.3L Roots-style supercharger." It also has 0.5 liters more displacement than the original LS1's 5.7 liters.



Big Blocks Engines

The 396 cu in (6.5 L) V8 was introduced in the 1965 Corvette as the L78 option and in the Z16 Chevelle as the L37 option. It had a bore × stroke of 4.094 in × 3.760 in (104 mm × 95.5 mm) and produced 375 bhp (380 PS; 280 kW) at 5600 rpm and 415 lb□ft (563 N□m) of torque at 3600 rpm. The solid lifter version was capable of being operated in the upper 6000 rpm range, and when installed in the 1965 Corvette, was factory-rated at 425 hp (317 kW).

The highly successful and versatile 427 cu in (7.0 L) version of the Mark IV engine was introduced in 1966 as a production engine option for full-sized Chevrolets and Corvettes. The bore was increased to 4+1/4 in (108 mm), with power ratings varying widely depending on the application.

The 1969 ZL1 version of the 427 engine was developed primarily for Can-Am racing, where it was very successful in cars like the McLaren M8B. The ZL1 specifications were nearly identical to the production L88 version of the 427, but featured an all-aluminum cylinder block, in addition to aluminum cylinder heads, which dropped the total engine weight into small-block territory (approx. 575 lb or 261 kg dressed).

The first Corvette with **the RPO ZL1 engine package was built in early December 1968** and featured aluminum closed chamber heads shared with the L88. Both L88 and ZL1 optioned cars continued to be built with closed chamber heads until approximately March 1969, when the open combustion chamber aluminum heads finally were in production and began being fitted to the L88 and ZL1 engines. The ZL1 engine also featured a lightweight aluminum water pump, a cam-

shaft that was slightly "hotter" than the L88's, and a specially tuned aluminum intake manifold.

Like the L88, the ZL1 required 103 octane (minimum) fuel, used an unshrouded radiator, and had poor low-speed idle qualities – all of which made the two engines largely unsuitable for street use. (102 octane RON [Sunoco 260] represented the highest-octane gasoline sold at common retail stations.)

In 1971, the LS-5 produced 365 hp (272 kW) and 550 lb□ft (746 N□m), and the LS-6 option came in at 425 hp (317 kW) and 575 lb□ft (780 N□m). In 1972, only the LS-5 remained, when SAE net power ratings and the move towards emission compliance resulted in a temporary output decline, due to lowered compression, to about 270 hp (201 kW) and 468 lb□ft (635 N□m). The 1973 LS-4 produced 275 hp (205 kW) and 468 lb□ft (635 N□m), with 5 hp (4 kW) and 10 lb□ft (14 N□m) gone the following year.

Hardened valve seats further increased reliability and helped allow these engines to last much longer than the earlier versions, even without the protection previously provided by leaded fuel. **1974 was the last year of the 454 in the Corvette.**

All you ever wanted to know about Valentine's Day and some is scary.

<https://www.npr.org/sections/thesalt/2017/02/14/514565105/chocolate-love-s-sweet-but-not-necessarily-innocent-consort>

<https://www.npr.org/2011/02/14/133693152/the-dark-origins-of-valentines-day>

<https://www.smithsonianmag.com/history/gory-origins-valentines-day-180968156/>

Hope you had a good day!!!



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

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