



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 3 MARCH 2024



WVCA President  
Kelly Smothers

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Greetings 'Vetters:

**T**his month I thought I would write a little about a question I seem to get quite often. Owning a C3. We've seen quite a few people with newer vettes and then they seem to reproduce and a C3 shows up in their garage as well. Why is that you ask?

I'm going to make a little bet that it is because that was the car they fell in love with as a younger version of themselves. I know that was my story, I purchased the car that wowed me as a 12 year old. Which was probably a 1977 Corvette Orange coupe (yes yes, the Mistress is a 74 which I bought without any research and completely on a whim). This article will go into some of the things I look for and or think about when looking at the classics. Disclaimer: Insurance vs State rules vs your buddy Bob. Hagerty says this about the age of cars:

***Vintage car definition:** Many organizations consider vintage cars to be manufactured between 1919 and 1930 (if they even distinguish vintage cars from classics and antiques). The vintage car period generally ends in 1930 with the start of the Great Depression, which greatly impacted the players in the automotive industry.*

***Antique car definition:** Antique cars are more loosely defined as being at least 25 to 45 years old, depending on the organization.*

***Classic car definition:** Even more loosely defined, and still dependent on the organization, classic cars might include antique, vintage, and collector vehicles that are at least 10 to 25 years old.*

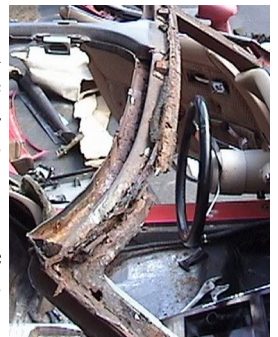


Get a good flashlight and be prepared to get on the ground. Get acquainted with the VIN and its digits' meanings can be very helpful. Look at the VIN tag. Does it look original? Does the Motor serial number (partial VIN) match the VIN? Not a show stopper in itself, it's just that the price of the car should be less for a non matching numbers car. Of course, you have to ask yourself what are you going to do with the car? Going to pop in a 383 stroker, then matching numbers

may not matter to you. Once you have a good handle on the VIN code, take a look at the trim/paint tag too? It's an easy way to tell if it is the original paint color and interior.

What areas should I focus on? Any areas of the frame that tend to have problems that I really need to focus on? Probably the number one thing the forums talk about is that the 68-82 Corvettes had a steel space frame surrounding the passenger compartment.

The fiberglass underbody and body panels were attached to it. It's now referred to as a '**birdcage**'. The thought is that these cars need to be checked for rust in the birdcage on the windshield frame, hinge and lock pillars, and the rocker channels.



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

<http://www.willamettevalleycorvettes.com>

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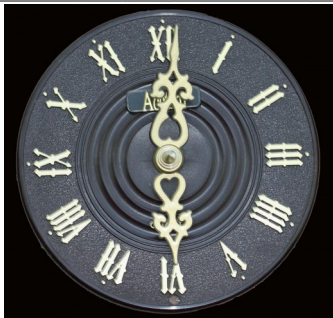
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# WVCA MEETING MINUTES

March 7th 2024

Meeting called to order 6:30 PM

6:30 PM Call to Order

**Guests:**

Les Steinoff C8

Kaylee Leopold C6 yellow 2011 Grand Sport

New Members to vote in: None

**Birthdays:**

Ken Outfleet 03/01

Dave Schwerdt 03/02

Della Edwards 03/02

Brad Berry 03/03

Donald Bond 03/03

John Edwards 03/03

Richard Grabotin 03/03

Susan Crocker 03/08

John Hendricks 03/12

Dave Selman 03/13

Jennifer Anderson 03/16

Shelly Paddock 03/24

Sandra Kafka 03/29

**Approval of Minutes**

Having no corrections offered, the minutes are approved as distributed.

**Treasurer's Report, Dr. Wilson:**

Balance in Checking	\$ 4,247.97
Petty Cash	\$ 186.50
Savings	\$12,435.29
	(\$ Jan \$0.51 Interest, Feb \$0.49)
<b>Total</b>	<b>\$16,870.76</b>

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

**President's Report:**

If you would like to volunteer for Events please see Kelly.

There are 23 Corvettes parked out front tonight.

Not much to Report

**Vice-Presidents Report:**

**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

**June-29** Sweet Home Sweet Ride

**July-14** Vets for Hops

**July 14** - Springhill North Albany Car Show Honor Flight - Gates Open @ 8:00 \$25,00 Registration Fee

**July 20** - Cascade Corvette Club, Corvette's at Kendall (Andrea and Kelly will be judging)

**July 27** Strohmeyer Car Show

**August-10** Corvette Day

**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 to ????

**Committees:**

SACC, Cherry Blossom Festival.

Museum – Elevator has been started

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

Caravan August 21-24<sup>th</sup> to Bowling Green

**New Business.**

Corvette pictures

**Old Business**

No old business

**Tech Time:**

Kelly talking about Mods on cars Mod changes.

Melted parts \$90.00 Labor \$400

**Good of the Order:** Business Cards

**Trivia:**

What year was automatic transmission offered? 1982

What year was the C3 Corvette offered? 1972-1975

\$177 collected and Club Gets \$89 and each winner gets \$44.

Ken \$44.00

Amy \$44.00

Adjourned 7:17



The frames are sometimes rusty in the frame kick-up right in front of the rear wheels. Also cars sometimes have rusty core supports. Rust can be a BIG, expensive problem, so you need to look at prospective cars carefully.

Yes Vettes rust, especially those from northwest or other salt users.

How to check - Close each door and watch for metal rust particles falling down and/or have the owner simply remove each cover for the header and side pillars. I would suggest you spend a hundred dollars on having the car completely checked out preferably by a Corvette Mechanic (knowledgeable ROD shop too) who really knows them well. In addition, you may be able to find a good checklist for C3's on the internet which you could do yourself as a pre-qualifier .

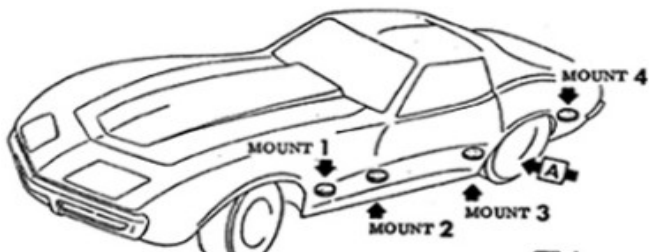
Other areas: In my opinion a poor interior is an indicator of poor maintenance of a car. Look up under the dash for signs of rust, there are quite a few support brackets and they will be an indicator if the car was left out in the weather for any length of time (sitting around outside is death to these things)

Does the car's interior smell musty or like a mouse might have a new condominium? If so, there are likely to be water leaks (from rusted bird cage pieces). Look for an aftermarket radio, many folks replace those old ones, and well, Bubba has a tendency to not understand wiring so, look up under the dash and make sure all the speakers are working, and wired correctly.

While you're in the car, check for all those dash lights, does the fan run, if equipped? Does the A/C work? Does the fan come on? What about the windows, do they go up and down without a strain, one slow, one fast? Could be window molding or could be the window motor, (pain in the you know what to replace). Great winter project.

Open the doors and inspect along the weather strip for signs of rust. (Even remove the chrome here to look underneath. Do the doors open and close easily? Are the door gaps uniform? If not, could be signs of bird cage rust. Spelled, sagging doors, keep in mind that these cars are not the computer generated ones of today, so tolerances are not nearly as tight, but should be straight, same distance between panels top and bottom.

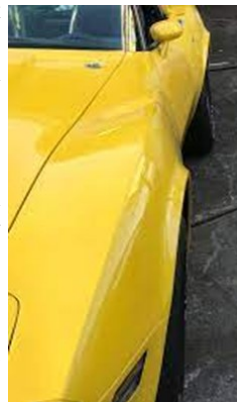
Take a quick look at the #4 body mount will give you a hint at hidden rust problems elsewhere. Look those bushings over while you're there. And, while you are down there, take a look at the condition of the fuel lines, are they rusted? have the steel lines been replaced with rubber?



Take a look at the alignment shims on the A-arms. Large numbers of shims, or a great difference in the number of shims front to back on a particular A-arm or a great difference in the number of shims from the driver's side to the passenger's side, could indicate front end collision. Not a lot on Carfax for these cars. While at the A-arms look at the condition of the rubber bushings. Are they cracked, rotted, or gone?

Look at the tires, they may have 30k miles of tread left on them, but are they more than 6 years old? I have another article on that somewhere. Take a look at the inside surfaces of the tires, do they have oil from either the power steering, or brake fluid?

Does the car "sit" properly? Get some pictures of known good examples of the year you're interested in - how does this one compare? Does it sag in the rear? Sag to one side in the rear, those trailing arms go bad and are not cheap. You can also look at the car from the rear and one or both wheels may be slanted a little too much. I need to replace them on both of my '74s, but at a minimum of \$750 each, I'll wait a little longer.



Take the car for a test drive, try to be gone long enough to get the car up to temp, say 200ish. Did you notice any symptoms of overheating? Do the gauges work? Any idiot lights stay on? Lights work? Lights work with the engine turned on. Do they close okay? Windshield wipers work? AC work? The Vacuum system is a bear to troubleshoot.

Does the car start easily and idle smoothly? After the car has been run for some time, does it start easily on a second attempt? These old cars, if they have the original starters on them (original meaning OEM) have an issue with heat, It will start fine, you drive it to operating temp and then shut it off, and it will not start. No, clicky clicky, that's right you read it here first.

Look at the oil. Pull the dipstick and smell the oil. Does it have a strong smell of gasoline indicating carburetor/engine problems? What color is the oil, black / gray / muddy brown is not the color you are looking for, and it should drip freely, not sludgy (that's right it is the cambridge dictionary). Is the oil milky/muddy looking indicating radiator leaks into the engine? Look at the antifreeze, does it have oil floating in it? What is the condition of the underhood wiring? Does it look original, or lots of splices and pretty colors, Gasoline leaks? Gas smell?

If the car passes these simple checks, spend a couple of hundred dollars and have the car closely inspected by your mechanic that KNOWS Corvettes or ask a club member for help, there is no disgrace in asking for help. Plenty of folks in our club are going through the "Joys" of owning a C3 right now. Lots of talent out there to get advice. (If the owner won't let the car be inspected, then walk away.

Look at a LOT of cars and try to find the best example you can. LEAVE YOUR EMOTIONS AT HOME! Don't go looking to buy on your feelings (which is hard). Be objective 'cause there's lots of the C3s out there and always another pretty one around the corner.

Some costs to think about:

Pant job = depends on the shop, 12k-13k is the 2019 going rate.

interior \$

rust \$\$\$

chrome bumper car 68-72 \$\$\$\$

73 \$\$\$

74-82 \$\$

engine work, this can depend, a new 350 installed by a mechanic might be \$12k or more depending on options like EFI, HEI distributor on the early ones, headers, exhaust.

trans work \$

brake work \$

Owning a C-3 price less

In closing, I can't wait for the first WVCA events of the year. 13 April 2024, Salem Cherry Blossom Poker Run, Start time and location TBD and on 27 April 2024, Oregon Veterans Home Car Show (this is one of our COPS) as an association.

Keep it Tight, Keep it Clean ([stolen from Pan the Organizer](#))

Kelly

## Upcoming Events for WVCA!!!

Please Be Considerate!! Let the host know if you're planning on attending or if you can't make it!!

### 7 March 2024

Thursday, 6:30 PM

March Club Meeting

Dinner at Route 99 After

### 20 March 2024

Wednesday, 6:30 PM

Jacket Night - The View Restaurant

165 McNary Estates Dr N, 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 @ [Justaquarterpounder@gmail.com](mailto:Justaquarterpounder@gmail.com)

## Long Range Planning

### 13 April 2024

Salem Cherry Blossom Poker Run

Start time and location TBD

### 27 April 2024

Oregon Veteran's Home Car Show

### 11 May 2024

Cascade High School Car Show

<https://bit.ly/3ToV6Pb>

### 18 May 2024

KeizerFest Parade

### 1 June 2024

Cruising McMinnville Registration Opens

<https://www.cruisingmcminnville.com/>

### 8 June 2024

Paralyzed Veterans of America Car Show

@ Powerland Heritage Park

<https://tristatepva.org/car-show/>

### 15 June 2024

WVCA Pit Roast and Picnic

@ Powerland Heritage Park

### 13 July 2024

Vettes and Hops for Vets

If you want to buy tickets, Kelly and I are sitting in Section 3, Row J, Seat 15 and 16.

<https://fevo-enterprise.com/event/corvette>

### 19-20 July 2024

Cascade Corvette Club, Corvette's at Kendall

Lodging for Friday, 19 July, The Campbell House Inn

<https://www.campbellhouse.com/>

No Group Rate

27 July 2024



## Mid Engine Monthly Update: What's Happening In The C8 World? (John Elegant, MidEngineCorvetteForum)

### ZR1 Ahead For 2025

On February 13th the first ZR1 CTF (Captured Test Fleet) vehicle came off the Bowling Green Assembly line, e.g., VIN # 001. No pictures of it exist, of course. But good news nonetheless...several more ZR1 prototypes were also completed at the end of February.

Is this the major reason why the Bowling Green Assembly Plant has been prohibiting "outsider" access? Maybe the C8 ZR1 will make an "around the National Corvette Museum circle" camo'd visit - just as the Corvette team did on April 26th, 2019 at that Bash with a camo'd C8 Stingray. Or, might we get a full reveal without camo at the Bash?

Rendering of new ZR1 thanks to PeterC-Pixels:



The debate is hot and heavy as to what engine the ZR1 will have. It will 100% have a twin turbocharged system. But that is where the agreement stops. Many are saying it would reprise the C8 Z06's LT6's flat plane crank that sounds so glorious. While an equal number are adamant that instead its LT7 powertrain would return to the way of a more traditional cross plane crank. Either way, again we are 100 % sure that it will exceed 800 horsepower! How exciting...whichever option it turns out to be.

(LT7 picture captured with thanks to "Sicky.")



The next ZR1 question that is being discussed is when and where will it be revealed? Here, the divergence is far from bi-fold, including some saying its debut announcement would be its actual reveal and it will be announced in the next month. Others are sure it will not be announced until the NCM Michelin Bash in late April. And a final group says that the pre-reveal announcement day is a long way away, (i.e., pointing to Corvettes At Carlisle in late August or the National Corvette Museum's 30th Annual National Corvette Caravan August 29-31st).

Of course, GM has not yet even acknowledged that there is actually going to be a C8 ZR1. However, even though MidEngineCorvetteForum sources (who cannot be revealed), say it has been 100% confirmed that the 2025 ZR1 reveal is happening sometime before this year is over. But when???



## Two New C8 Colors For 2025

I also was able to confirm that there will be two or more new colors for 2025. Is anyone a fan of a purple or a lime green? Not that we know those would be the two new colors, but an insider recently confirmed to me that we will have two new colors for 2025. It is very possible that we will learn those new colors at the Bash — including seeing a couple of painted body panels. If you have not yet registered for the NCM Michelin Bash and wish to do so, here is the link: <https://www.corvettemuseum.org/explore/events/museum-events/>.

As always, the MidEngineCorvetteForum will have there our annual member breakfast...please register here: [bit.ly/3USa8y0](http://bit.ly/3USa8y0)

## The National Corvette Museum Is Looking For A New Director

With the resignation of NCM President & CEO, Sharon Brawner, the NCM Board of Directors is conducting a search for the new NCM leader. In my opinion, the National Corvette Museum needs to hire someone who is outstanding in meeting Museum needs. The new leader should care about NCM members and their input. They also need to create, once again, harmony within the staff as well as the camaraderie that flourished when Wendel Strode was Director. Let's hope that they hit a home run with this next leadership hire.

## E-Ray Lightning Lap Results

Thanks to *Car and Driver* magazine for sharing that the E-Ray did a lap in 2:45.9. While it was more than 3 seconds per lap faster than the Stingray Z51, it was 7 seconds slower than the Z06. Here's tons of information/details on other Corvettes and other sports cars: [bit.ly/3UTEOP1](http://bit.ly/3UTEOP1)

In comparison to some very fast, but yet older cars, here was one post on MidEngineCorvetteForum on the subject:

● LL3	Chevrolet Corvette E-Ray (2024)	2:45.9	#17 (2024)
● LL4	Porsche 911 Turbo S (2017)	2:46.8	#11 (2017)
● LL4	Porsche 911 GT3 (2018)	2:47.0	#12 (2018)
● LL4	Porsche 911 GT3RS (2016)	2:47.0	#10 (2016)

## E-Ray's Invoiced And Released. But What About E-Ray Allocations?

Unfortunately, the ramp-up of E-Ray production is still continuing at a very slow pace. However, we had a single daily record high of 16 units being built! But then it returned to a very slow production of E-Rays ever since. On the good news side, the long awaited E-Ray quality control hold ended a few days ago, with the first 100+ E-Rays being invoiced and shipped to dealers.

However, new E-Ray allocations continue to be sparse. While the total amount of E-Ray allocations granted in mid-February was more than ever, that allocation amount is still very small. We hear that the next allocation batch on March 7th will have a good number of E-Ray allocations. Fingers crossed for everyone that has an E-Ray allocation.

## What Is Happening Again (or not happening) At BGA?

Once again we are witnessing an on again, off again pattern to Z06's being built. BGA production moves along for several days in a row at the 50+ daily level and then crashes.

Three days in this past week, just one Z06 was completed. In the first 5 months of the 2024 production year, less than 800 Z06's were completed per month. But compared to the second year of the C7 generation, when over 12,500 Z06's were made, things are still slower in year two of this Z06 generation. It is the "roller coaster nature" of Z06 production this year that is curious. What is causing it? It sure is not total daily production issues, for again we are seeing record Stingray production. The average Stingray production was 205 units daily. That is a super-productive, daily amount!

Is it a parts shortage causing this problem? We are not sure but four things that are crystal clear:

1. BGA plant production of the wide-bodied C8's is not consistent and in fact, often lacking
2. Stingray daily production is booming
3. The E-Ray's ramp up is still waiting to happen
4. As a result of the last issue, very few E-Ray allocations have been granted

We have another phenomenon regarding Stingrays that would have been shocking during the 2023 model year — as it also would have been during 2020, 2021, and 2022. That is...quite a few dealers are getting not just heavy allocations, but getting surprise bonus ones. Plus, on occasion, a dealer is finding that one of their 1100 status Stingray orders (which they had entered a while back, solely to assist in price-protection), discovers that that order has not yet been matched with an allocation and was pulled forward by GM and is now already at status 3300 — less than two weeks after those extra allocations were surprisingly granted. The BGA assembly line has become a Stingray order producing monster this model year. Many are celebrating this fact, but it is causing the following consequence?

### **What??? Brand New Stingrays Below MSRP?**

We started to see this a few months ago and assumed initially that part of it was that Winter was approaching in the northern half of this country. A friend who lives in upstate New York (where they get lots of lake effect snow, e.g. over 100" every year) told me his dealership had called and offered him a new Stingray at \$4,000 under list. BUT, there was two feet of snow on the ground. Plus, he loves his 2022 Stingray and has no desire to upgrade now.

Now that BGA keeps kicking out massive quantities of Stingray's on a daily basis, and with Winter still gripping many, we are repeatedly seeing dealerships advertising their Stingrays at MSRP. Quite a few other dealerships are going one step further and advertising \$3,000 or more under MSRP. We even have a couple of dealerships with a bunch of unsold C8 Stingrays sitting on their lots, still awaiting their first owner.

Another growing phenomenon is Z06's becoming available at dealerships due to new owners backing out. Whatever the reason might be, we are actually starting to see C8 Z06's available at MSRP. And with Springtime coming soon, we could see a Z06 advertised at under MSRP?

Thanks for reading as we look forward to better weather ahead. Time to get our Corvettes out! May your upcoming spring be your best one yet.

John

### **The 10 best Corvette engines according to Corvette Forum:**

[https://www.corvetteforum.com/how-tos/slideshows/top-10-model-years-with-the-best-corvette-engines-966959?utm\\_source=2024314&utm\\_medium=email&utm\\_campaign=content#10-1969-z11-l88](https://www.corvetteforum.com/how-tos/slideshows/top-10-model-years-with-the-best-corvette-engines-966959?utm_source=2024314&utm_medium=email&utm_campaign=content#10-1969-z11-l88)

**..and to get them in shape look here: [Autogeek University Car Detailing Tips & Advice](#)**



## The Best Chevrolet Corvette Engines Of All Time

*Story by Wilfred Nkhwazi*

For decades, the Chevrolet Corvette has been the perfect American sports car icon. It's been breaking barriers, going against odds, and taking down its competition along the way, with much of the reason for its triumph coming from under the hood. And with a relentless pursuit of perfection, Chevrolet has continuously made several changes to its engine lineup.

A majority of these engines have been nothing short of impressive engineering and revolutionary design. If you're curious, only one Corvette has ever had a V12 engine. Named the Corvette ZR-12, or Corvette Falconer, this V12-powered Corvette can be found in the National Corvette Museum.

In this article, we've put together 10 of the best Corvette engines produced. Whether you're a Corvette fan, or simply interested in learning about the Corvette's most significant engines, our list will surely entice you. Here are the best Corvette engines of all time.

### 1985 350 Cubic-Inch L98

After a long battle with the muscle car-muzzling emission standards, GM's introduction of the 350 cubic-inch L98 in the 1985 Corvette C4 marked the beginning of the Corvette's return to muscle car glory.

After dropping its old Cross-Fire injection engines the previous year, the 1985 350 cubic-inch L98 brought a new Tuned-Port Injection system and a 0.5 compression increase.

This allowed the engine to deliver 230 horsepower and 330 lb-ft of torque, which made the engine desirable to power-thirsty gearheads.

Related video: [\\$800,000 Modified Corvette Does 180MPH \(Dailymotion\)](#)

### 1955 265 Cubic-Inch V8

When viewed from a more contemporary perspective, the small-block 265 cubic-inch doesn't leave us at all impressed with its 195 horsepower output, especially with modern 3.6-liter engines churning out at least 320 horsepower. But, back in its time, the 265 cubic-inch powertrain was among the elite, and in many ways, it seemed ahead of its time.

Facing underwhelming sales, GM engineers scrambled to bring the Corvette to prominence, or else risk its untimely demise. Previously, the Corvette had a 235 cubic-inch power plant, which slowly became irrelevant due to its 150 horsepower output.

So, when the 265 cubic-inch V8 came into the picture, gearheads came back to the GM yard. Being much lighter, with higher revving and better breathing than earlier V8 motors, the 265 cubic-inch V8 gave life to the Corvette C1.

RELATED: [Why You Should Just Buy The Hennessey H700 Over The Corvette Stingray And The Corvette Z06 2001 5.7-Liter LS6](#)

With the LS engine platform gaining popularity, GM engineers decided to carry on the momentum by introducing the L6 in 2001. As the LS1's big brother, the LS6 shared the same design and construction.

But, unlike the LS1, the LS6 made great strides in improving efficiency. GM's engineers hoped that the increased air volume would lead to the acceptance of increased fuel volume, which would then give the engine a greater horsepower figure.

So, along with an updated intake, GM fitted higher compression aluminum heads and stronger valve springs to the LS6 and topped this up with an enhanced cam profile and upsized fuel injectors.

With these features taking advantage of the significantly increased intake airflow, the LS6 was able to produce up to 385 horsepower and 385 pound-feet of torque.

### 1957 283 Cubic-Inch V8

While the 1955 265 cubic-inch played a great role in reviving the Corvette's power status, it quickly began losing its oomph when compared to other performance engines. So, in 1957, GM introduced the 283 cubic-inch V8.

Offered in both carbureted and "Ramjet" fuel-injected assortments, the 283 cubic-inch engine brought a significant power increase. Depending on the setup, the Corvette's 1957 283 cubic-inch V8 produced between 270 and 290 horsepower.

### 1990 5.7-Liter/350 Cubic-Inch LT5

By the 90s, GM had a strong desire to introduce an engine that would showcase a huge magnitude of technological advancement in its Corvette, as this would allow the car to remain synonymous during this hot muscle car era.

Knowing that it would take a lot of work, GM hired a design team from Group Lotus of England to assist in conceiving the engine that would meet the demands. By 1990, the result came: Enter the 350 Cubic-inch LT5.

Thanks to the collaborative work, the completely re-engineered LT5 Corvette engine drove gearheads wild. The LT5 came with dual camshafts for each bank, lightweight aluminum heads, and cylinder bore diameter-reducing wet liners. With all this in store, the 1990 350 cubic-inch LT5 produced up to 375 horsepower and 370 lb-ft of torque.

### 1970 350 Cubic-Inch LT-1

In 1970, Chevrolet made the choice to give the Corvette's 350 cubic-inch small-block a facelift, which ultimately led to the LT-1 series of engines.

The LT-1 came with the same Holley carburetor as the big-block engine, as well as the solid lifter design, and an improved Delco transistor-based ignition system.

Thanks to its design and top-ups, the LT-1 was a stout engine that delivered 370 horsepower, allowing the Corvette to achieve a quarter-mile sprint in just 14.2 seconds, with a top speed of 102 mph. For any buyer who wanted a race-ready Corvette, Chevrolet offered the LT-1 within GM's SCCA Class B Production car series. It's interesting to note that the LT1 inspired the production of the LT2, which powers the current mid-engine Corvette C8.

#### 2015 LT4 6.2L V8

When GM introduced the LT4 in 2015, it was the most powerful Corvette engine. So, naturally, the LT4 stole the hearts of performance die-hards around the world. The LT4 produced up to 650 horsepower and 650 pound-feet of torque.

Fitted into the Stingrays, the LT4 brought an impressive 0-60 time of only 2.95 seconds, with a quarter-mile sprint clocking in at 10.95 seconds when paired with the 8-speed transmission, which greatly complimented the powerhouse. To achieve this milestone, GM utilized a forced air induction design, which came to fruition thanks to the use of its high-volume supercharger.

#### 1970 454 Cubic-Inch LS5

With a steadily rising demand for ever-increasing performance, Chevrolet brought a 454 cubic-inch big-block LS5 engine in the mix, which was a cousin to the LS6 that powered the Chevelle SS. Though not as famed as the available small-block selections of the time, the 1970 454 cubic-inch LS5 engine produced a staggering 390 horsepower and a peak torque of 500 pound-feet.

But, due to increasingly strict emission standards, the American performance scene took a big hit, and engines like the ZR1 were eventually choked out. Unfortunately, this was a bullet that the LS5 couldn't dodge too, and it quickly fell off Corvette's list of engine options.

RELATED: [Why Chevrolet Had No Choice But To Make The C8 Corvette E-Ray Hybrid](#)

#### 1962 327 Cubic-Inch V8

In an attempt to erase any doubts about the Corvette's status as a top-tier performance car, GM brought a high level of assurance to the 1962 327 cubic-inch V8. Becoming standard that year, the 327 offered a substantial power increase in the era. There were about 4 variants of the 327 cubic-inch introduced in 1962, all with different horsepower ratings.

The low-end standard cam variant came with a baseline four-barrel carburetor and had an output of 250 horsepower. The high-end variant, on the other hand, featured a Duntov-designed specialty cam, along with fuel injection, which allowed it to deliver 360 horsepower. However, all 327 engine variants had the same general engine block as its 283 predecessors, though came with slightly bigger 4.00 x 3.25-inch cylinder dimensions.

#### 1966 427 Cubic-Inch V8

To compete with Carroll Shelby's new 427 cubic-inch engine, GM decided to throw its hat in the 400+ cubic-inch game itself. So, in 1966, the brand introduced the Corvette's then-new L36 and L72 motors. While the L36 produced a noteworthy 390 horsepower, the L72 powered the Corvette Tanker with a more impressive 425 horsepower.

However, it's often said that the output was highly underrated, as the L36 apparently made 420 horsepower and the L72 topped out at 450 horsepower. Either way, the latter came with a sizeable Holley four-barrel carburetor, an 11:1 compression ratio, and decent mechanical lifters.

Sources: Chevrolet, Hagerty, GM Authority



*C-5 CORNER BY KENT MUHLE*

## *Today's Car Culture*

Much to my parent's dismay, I loved cars from the time I was a toddler, playing with Tonka Trucks and Matchbook cars. I built many models before I was anywhere near driving age, and loved modifying them with big tires, big motors and a drag racing vibe. At the age of 8, my folks got me a 1/32 scale slot racing track. My little track was too small to really play, but a slot racing business opened up near us and I was able to buy a 1/24<sup>th</sup> scale car and walk to the track for an afternoon of racing. I got pretty good at building fast cars, and imagined what it would feel like to drive a real car around a track.

The muscle car era was just starting when I was a kid, and I could tell you where every cool car lived within a 2 mile radius of my house. Cars were important to everyone, and drive-in theaters, drive-in restaurants etc. were social events we all looked forward to.

Can-Am racing started in the mid 60's, and those cars just flat lit me up! Basically an unrestricted class, it evolved into 1,000 HP monsters with little weight and crazy aero. The Porsche 917 had 1,500 HP in qualifying trim back in 1972, and was either a dream or a nightmare to drive. At the same time, drag racing was becoming bigger and bigger, with plenty of action. If you never witnessed a AA fuel altered, you missed a hugely entertaining class! Short wheelbase nitro fueled unpredictable monsters! It wasn't uncommon in a run to have the front tires off the ground while the rear tires were billowing smoke, as the driver tried to stay between the guardrails. At the same time, funny cars were developing into something special, and were as unpredictable as the AA/FA's.

Whether you were into drag racing, road racing, rally cars or show cars, car culture dominated, and was readily accessible. My friends and I got our driving

### ***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.*

permits the morning of our 15<sup>th</sup> birthday, and got our licenses the morning we turned 16. On any weekend night, every town had a cruise area, and I spent every summer evening cruising Broadway in downtown Portland. Some nights were so crowded it would take an hour to make the loop up Broadway and back down 6<sup>th</sup>. There was some beer, some weed, but no violence and we were pretty much well-behaved. How things have changed!

In the early 80's, as President of the 4-4-2 Club of Oregon, we went to lots of cruises, but by this time Broadway had closed down and the weekend festivities had moved to 82'd ave. The cops were everywhere, and tried to stop the madness it had become. It became a game of "hide from the police", which was not a lot of fun.

Today, there are plenty of drag races, road races, autocrosses, shows and cruises to keep our culture alive. The thing that's missing, is our youth. Kids just aren't into cars like we were, and all you have to do is look at the average age of our club to see that fact. Part of the problem is that racing has become so sanitized, most of it lacks the excitement of the 60's. I can barely watch an NHRA broadcast today, preferring the no-prep, drag radial kind of stuff. 4,000 HP door slammers on an unprepared track with 10.5" wide tires is plenty exciting!

So how do we promote car culture? How do we get young people involved? Today's cars are much more capable than the cars of my youth, but lack the personality. Is that the problem? What do you folks think?

Til next time, keep driving.

Kent



## THINGS: Thinking About the Things We Used to Do

*By: Paul Ennor*

These days in 2024 President Kelly has often been quoted to say, "WVCA is an eating club with a Corvette problem", but that was not always the case. Once upon a time we were known more as a drinking club with a Corvette problem. Not to say that food was not present back then, just that it came in close second place to beer in those days. But without dwelling on either description lets move on. So here in no particular order here are some of the forgotten "things" WVCA used to do back in the day:

- Winter Corvette Shows in shopping malls: Already covered a month or so ago so I won't repeat myself here and move on.
- Annual Chili feed/contest pot luck: Usually around Valentines Day held a volunteer members home.
- Hot Tub Party & pot luck: Well, just once or twice on dark cold winter nights. One time with a rented mobile hot tub.
- Tech Sessions: Held in some members shop or garage. Usually included beer and/or food. These could be held any time of year whenever some member wanted to share a project or Corvette knowledge.
- Puyallup Corvette & Hi Performance Swap Meet: Used to happen every February, quite often on a cold rainy weekend but it was inside fairground buildings in Puyallup Washington.
- Keggers: Early in WVCA history no group of WVCA members numbering more that, oh, 6 or 8 could get together without a keg of beer.
- Club Meetings: Until the early 1990's there were two club meetings a month (1st and 3rd Thursday at 7:00pm). After each meeting the club adjourned to some tavern where a pony keg of beer was purchased and we stayed until it was gone.
- Loyalty Days Newport: Always the first and biggest parade and party of Corvettes each year and always the first Saturday in May. It was the kick-off of the Corvette Season.
- NWACC Events: There used to be six NWACC sanctioned events every year somewhere from Eugene to Vancouver BC. WVCA tried to host one of them at least every one or two years. All of them had an autocross plus either a road rally or judged Concourse and a banquet.
- Parades: Most summer weekends WVCA would be in at least one parade somewhere in Oregon.
- Road Rallys: A lost art. Sort of a formal "run" as their called these days but with written route instructions and no leader, questions to answer, scoring and awards after. Driver and navigator had to work together to find the end and complete the fill ins. There was a sealed panic pack for the navigationally challenged to find the end if they got lost but opening it guaranteed a last place finish and "special recognition" at the end point.
- Parking lot games: We called them gymkhana's but they were just various odd made-up games held in a vacant lot somewhere. Lots of imagination went into game design. They were seldom the same.
- Annual Campout: Usually but not always without Corvettes, often with lots of RV's tents, boats, food and of course beer and a big bond fire.
- Rabbit hunting: While not an official Corvette activity, a few male members liked to go to Christmas Valley with loads of guns and ammo to shoot at poor little jack rabbits. Very few rabbits were injured but lots of ammo was expended and tall tales were swapped in the make shift desert camp sites.
- Shasta House Boat Week: Again, not an official Corvette activity but all participants were Corvette club members or family attending by invitation only to members who owned boats. When this was going it was always over the 4th of July long weekend.
- Halloween Party: This still happens but back in the day some of these got really wild.
- Year End Banquet: WVCA's only formal event. Everyone got dressed up. The club rented a formal catered venue where year-end trophies were awarded, we danced, had a nice dinner and celebrated the years activities.
- Christmas Party: The club was smaller and this party was usually held at some members house. It was normally a pot luck with a gift exchange.



# 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**  
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Keizer, Oregon 97307

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