



# CORVETTE ASSOCIATION

# GLASSASS

VOLUME 47, ISSUE 8 AUGUST 2024



WVCA President  
Kelly Smothers

## INSIDE THIS MONTH

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Dear Members of the Willamette Valley Corvette Association,

**Y**es the rumors are true. I am going to be taking a break as your President.

With four months left on my ticket, I would like to reflect on my tenure as president over the past four years and treasurer prior to that. I am filled with gratitude for the incredible experiences and memories we've shared. I want to start by thanking each and every one of you for making these years truly remarkable. From car shows to cruises, Jacket Nights, picnics, and unforgettable (grasshoppers) overnight trips to destinations like Crater Lake, our time together has been nothing short of spectacular.

As I step aside from my role as president, I would like to share a few observations and suggestions that I believe can further enhance our club for all members involved:

- 1. Member Volunteering:** Our association thrives on the active participation of its members. I encourage everyone to step up and volunteer to host events such as Jacket Nights and weekend day cruises. These events can range from scenic drives within the valley to the Oregon Coast or even Central Oregon. Presenting simple events or leading a cruise to an event around the Willamette Valley can make a significant difference.
- 2. Tech Time Engagement:** Sharing knowledge and expertise is invaluable. I urge members to engage in Tech Time by sharing their experiences on how they fixed a problem or added a modification to their prized Corvettes. This exchange of information can benefit everyone in the club.
- 3. Event Support:** Our bi-annual car show is a highlight for the association and a crucial revenue generator. I encourage members to volunteer early to help with this event and consider the possibility of making it an annual tradition. Your support is essential to the success of these events.
- 4. Active Participation:** This club belongs to all of us, and your opinions matter. I urge everyone to participate actively, share your thoughts, and let the leadership team know what you want from YOUR club. Whether you prefer cruises, car shows, or overnight trips to scenic locations, your input is vital to our continued growth and success.
- Whether you like it or not, Facebook is an awesome collaboration environment and is here to stay, at least until the next latest and greatest. Sign up, be present in the conversation
- To reiterate the above a bit: I believe we need to clear up some misunderstandings.

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

<http://www.willamettevalleycorvettes.com>

#### BOARD MEMBERS and OFFICERS

**President/Webmaster: Kelly Smothers**

US Bank Controlling Party

971-241-3953

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**Member-at Large: Dave Schwerdt**

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CALL TO ORDER: Kelly

· Recognize New Guests and Introductions: No new Guests

· Birthday Announcements:

o Robert Cozart August 1st

o Jim Jacks August 1st

o Amy Belisle August 3rd

o Pat Peters August 4th

o Jamilah Mooney August 13th

o Cindy Tuttle August 13th

o Darla Eaton August 14th

o Rich Graham August 14th

o Buzz Blogg August 17th

o Janet Kreger August 20th

o Ron Leland August 20th

Approval of Last Month's Minutes: LAST MONTH'S MINUTES: Kelly

The minutes have been distributed to you through the Glass Sass. The minutes are approved as distributed/corrected."

**TREASURER'S REPORT:**

Brent

Balance in Checking \$ 4,156.07

Petty Cash \$ 254.50 doesn't include 50/50

# WVCA Meeting Minutes

August 1st 2024

Meeting called to order 6:30 PM

Savings \$12,438.33 (Interest \$0.52)

TOTAL \$16,849.42

Picnic reimbursement for beef \$282.25

Motion was made to Accept the Treasurer's Report by Julie & Joe second to accept the Treasurer's Report. All those in favor, any opposed – Unanimous vote

**PRESIDENTS REPORT:** Kelly

No New members that meet membership requirements to join. · Currently 14 folks are interested in the association and we currently have 102 paid members.

**VICE PRESIDENT REPORT:** Joe

- ◆ August 21 Jacket Night Kelly and Andrea
- ◆ May until August (30-August) Stayton's Last Friday TGI Friday - Cruise in - 3rd Street in Stayton - Meet at Joe's.
- ◆ June thru August 2nd and 4th Wednesday at the NWVCC&MM Museum 4-8
- ◆ June 19 thru August 21 - 1st and 3rd Wednesday 5:30 - 7:30 Runaway Kitchen at The Fussy Duck parking lot - 3170 Commercial St. SE Salem
- ◆ May thru September First Friday Downtown Silverton 5:30
- ◆ August 4th, Minty and T Too

9:00 - 2:00 gates open at 8:00 1255 Wilco Road Stayton Or.

- ◆ · ☐ August 10th, Corvette Day, Portland Cars and Coffee/Sherwood, Langers
- ◆ · August 10th, Corvettes on the Bay, North Bend.
- ◆ · August 16, 2024 1st Annual Cornfest Car Show 4:00 490 Church Street Aumsville Or.
- ◆ · August 17, 2024 - Endless Summer Cruise In - 9:00 - Ilani Casino Cowlitz Way, Ridgefield Wa.
- ◆ · August 17 - Lyon's Fire Department Car show - Lyons Fire Hall 9:00 - 3:00
- ◆ · August 21st, Willamina, Coyota Joes Diner, Meet at Roth where we had the Christmas Party, we will be leaving at 5:30 so be there 15 minutes early.
- ◆ · NW Caravan August 22-28, 2024 Bowling green 29-31 August.
- ◆ · August 24 - Cruising McMinnville - Sign up for staging times.
- ◆ · August 25 - Carousel Cruise 8:00 - 3:00 Salem Riverfront Park 200 Water Street NE Salem Or
- ◆ · September 13-15 - Oregon Festival of Cars - Bend Or. Meet at Ron Tonkin Gran Turismo in Wilsonville (25300 SW Parkway Ave, Wilsonville) at 8:00am. We depart at 9:00am for a group drive to Bend, with lunch along the way.
- ◆ · December 7th Santa Cruise I'd really like to win the Club Participation award. We received third two years ago, second last year and well.....
- ◆ · December 7th Christmas Dinner at Roths.

#### COMMITTEE REPORTS:

SACC - Joe Peters No Report

**Bowling Green** Update: National Corvette Museum Corvette Caravan –

**PNW Caravan** August 22-31 2024 - Larry Raaf – Contact List is being Produced.

**2025 Car Show** – There was a vote made to have the car show or not. Vote was taken to not have a car show next year.

**OLD BUSINESS:** No old business

#### NEW BUSINESS:

#### Election of new Officers for 2025

- ◆ **President Andrea Smothers**
- ◆ **Vice-President Joe Peters**
- ◆ **Secretary Vacant**
- ◆ **Treasurer Brent Wilson**
- ◆ **Historian Steve Simms / Gary Hill**
- ◆ **Member at Large Pat Peters**

There will be open nomination at the September Meeting and voting will be in October – Just a reminder that Dues are to be paid by October Meeting.

President's Run will be the Festival of Cars Bend Oregon September 13-15

TECH TIME: Hood Liner Andrea Smothers and Forge Wheels and Tuneup Nick

GOOD OF THE ORDER: None

50/50 DRAWING: How Much to the club \$84.00, how much to the winners \$41.00 Bob and Marty

Corvette Trivia! 1 ticket each question

What year for Corvettes was the last year without a catalytic converter. 1974 Paul

What year was the corvette portrayed on a postage stamp? C1 2005 Brad

#### ADJOURNMENT:

Route 99 for dinner after the meeting. 7:15!

7. Volunteering is expected within our club. Please don't leave it to three or four people to do all the work.

a. Jacket Night – This is an opportunity for all of us to volunteer to sponsor our favorite restaurant on the 3rd Wednesday of the month. A very easy process. Everyone has a favorite restaurant you like. Why not volunteer to sponsor a night out at your restaurant. All you need to do is contact the restaurant and inquire if they can handle between 25-30 people for a Wednesday night dinner and make sure there is enough parking. Once you have secured that Wednesday it's just as easy to pick 3 or 4 diners from the menu or ask for a special menu to make things easier for the restaurant. This would help the restaurant and the members. With as many members we have, all can volunteer to sponsor one Wednesday night a month for dinner. That's 12 people instead of 4 or 5 people trying to keep the attending membership eating. Some members have volunteered as many as 3 Wednesday Dinners to make up for those that don't volunteer but like to eat.

b. Cruises – They are very easy to do. 3 hour cruises to the beach, mountains, Wooden Bridges Tours. Your favorite location or a destination you'd like to go to. If you want to volunteer and don't know how to do this, all you need to do is ask someone that has done a few cruises. They are more than happy to give you the information. Overnight cruises are a little harder but well worth the time and energy to get it all setup. Let me add one thing, someone will get lost, they will make a wrong turn. It happens every single trip. Plan for it. Execute the plan.

c. Car Show – If we are going to sponsor a car show, it is the responsibility of all the members to be volunteering to help park cars, set up and break down the different venues that we provide the attendees. Volunteer to work on different committees. This way not one or two members try to do it all.

Volunteer for a Board Position – This is probably the hardest one to find volunteers. We all are very busy, and have many excuses why you can't volunteer. Please realize many of us who work have still volunteered to be part of the board. It's too easy to say I am too busy, don't have time, yet the membership still expects that the work is to be done. Lend a hand and make time. Busy people get things done. Why not volunteer.

In closing, I want everyone to know how much I appreciate you. Serving as your president has been a true honor, and I have thoroughly enjoyed every moment of it, okay almost every moment. Thank you for your support, enthusiasm, and dedication to making the Willamette Valley Corvette Association a fantastic community.

I would be remiss if I did not thank Andrea for everything she has done for me and our association these last four years. She has a unique knack of knowing when I'm over taxed and she needs to step in. I have a tendency to take on too much and just keep loading the wagon until it, and

I can't move. I'd also like to thank the board of directors that have helped with all the pieces and parts of keeping the association moving forward. Countless hours on the phone with Joe and Pat, discussing minutes with Julie, making sure Pat and Dave and Julie have what they need to keep the ball rolling. To Brent for making sure we stayed on budget. A big thanks to Buzz for the reminders about the 'stuff' I haven't turned in yet, and his monthly editing of the Glass Sass. And not to forget Gary Hill and Stephen Sims for their photos of our events.

With heartfelt gratitude,

Kelly Smothers

President

Willamette Valley Corvette Association



Full Weekend Event:  
September 13-15, 2024

Festival Saturday Show:  
Deschutes Historical Museum, Bend  
September 14, 2024 / 10am-3pm

**FESTIVAL of CARS**

THE NORTHWEST'S PREMIER CAR ENTHUSIAST WEEKEND



HOSTED BY

**RUNAWAY KITCHEN**

EST. 2020

**RUNAWAY CRUISE-IN**

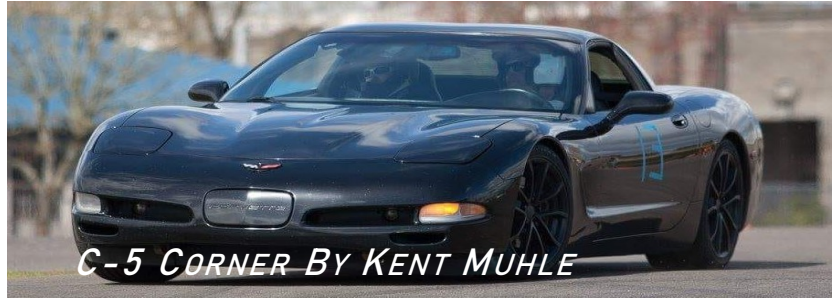


**1ST & 3RD WEDNESDAYS**

5:30 - 7:30 PM | THE FUSSY DUCK PARKING LOT  
3170 COMMERCIAL ST SE, SALEM

Starting June 19th through August 21st. All makes and models welcome. Join us for music, car appreciation, and food & drinks at Runaway Kitchen! Proceeds benefit Brent Strohmeyer Memorial Foundation.

Questions? Email us at [contact@runawaykitchenburgers.com](mailto:contact@runawaykitchenburgers.com) or call 503-689-7422



**These ARE the “good old days” of hot-rodding**

**L**ike most of us, I grew up in the “Muscle car era”. After WWII, returning GI's were taking 30's sedans and coupes and drastically improving performance by lightening their cars and adding more power. The factories caught on, and started advertising HP numbers to attract younger buyers. Zora Arkus Duntov famously wrote a memo titled “Thoughts pertaining to Youth, Hot Rodders and Chevrolet”, outlining the path to make the Chevy small block the engine of choice among rodders. Corporate edicts kept them from dropping their biggest engines into their lightest cars, until John Delorean dropped a 389 into a Tempest. The GTO was a giant success, and the Muscle car was born.

The “big three” went nuts, and factories became obsessed with speed. Weekends in Detroit were filled with specially built, stock appearing cars taken to Woodward Ave and driven by hired guns. Legend has it that unmuffled, fully prepped Hemi Cuda's battled 427 Corvettes with fenders so thin you could shine light through them. The mantra “win on Sunday, sell on Monday” was started in the 50's with NASCAR, but more kids were into drag racing, and ¼ mile times became the main selling point in the 60's. Ford had the Thunderbolts, Chrysler had the Max Wedges, and Chevrolet had a bunch of COPO cars, with specialty dealers making crazy cars that were fast, but barely streetable. Even AMC got into the act, producing several cars that could compete with all but the most radical offerings from the big 3.

As you would expect, insurance companies were freaking out, and somebody decided that we were polluting the air too much, so the last year of big power was 1970. A few cars soldiered on, but by 1973 it was over. Insurance, DEQ and the oil crises in 73 and 74 effectively killed the muscle car. In

1970 the LS6 Corvette made 460 HP, by 1975 the L-43 engine made a whopping 165 HP. The big 3 still tried to appeal to the youth market, but it was mostly stripes and fake scoops, and sales for performance cars dropped.

In 1985, the Mustang had a 302 that made 200 HP, and things started looking more promising. The C4 had 205, but Corvettes are sports cars, not muscle cars. Also, the Mustang is a Pony car, so the “Muscle car” was still missing in action. As the 80's progressed, the muscle car started it's comeback, and ended up giving us such gems as the Impala SS, the Ford SHO, and eventually the Dodge Charger.

In the late 60's, early 70's, if you had 500 HP you ruled the street. Today, it takes twice that to play with the big hitters. Dodge has been making 800+ HP available with a warranty for years, Mustangs have 760, and Chevrolet has just introduced the ZR1 with 1064 HP. That's all with full warranties, decent fuel economy, AC, killer stereos, and the kind of creature comforts that allow you to drive cross country using pump gas. Not only can you buy crazy power brand new, the aftermarket has blossomed, allowing you to build crazy power into whatever you want. If you can't build 1,000 HP from a junkyard 5.3 and a couple snails, you're not trying. You want more? Current Drag and Drive cars produce 2500 to 4500 HP and while not what you would consider “reliable”, they are at least as reliable as the 500HP cars of my youth, and can drive 1,000 miles to 4 different dragstrips in a week. Last years “Sick Week” Unlimited car went 6.155 at 247 MPH, then drove on the highway to the next race.

These are “the good old days” in my opinion, and I hope you all are taking advantage of them. Until next month, enjoy your cars, and enjoy the freedom of the open road.

**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.*



**By: Paul Ennor**

### What is A RPO Code?

LT1 -Z06 – LS6 – L88 – Z28 -FE7. WHAT DO THESE ALL HAVE IN COMMON?

**I**t's OK if you don't know right off the top of your head what those seemingly random three letter-codes are, although I'd bet that more than one or two of them seemed familiar to you.

Now I'd bet that a few of you are scratching your head and wondering where I'm going with this. At a car show earlier this summer, while sitting talking to one of our members, it was suggested that it might be interested if I wrote about where certain famous Corvette model names came from.

Here in 2024 the Corvette Z06 is well known as the panicle of performance for the current C8 Vettes. But why is it called the Z06? Where did that come from? Somebody didn't just pick it up out of a pile of kid's wooden blocks. Nope, they went looking way back to 1963 were they found the first use of the Z06 RPO code.

It wasn't a model back then, it was just an equipment group option, described in my trusty old Corvette Black book as: RPO Z06 - Special performance equip for coupe (early). Cost additional \$1818.45. 199 were built. It was just a low volume special add-on for racing. The highest horse power fuel injected 327, big brakes and a 36-gallon gas tank Notice the prefix OF "RPO". That's where I'm going with this article.

So, what does "RPO" stand for? I Chevrolet speak it means "Regular Production Option". Chevy has hundreds of RPO codes. None of them seeming to make any particular sense. They aren't even just for Corvettes. A famous non-Corvette RPO is Z28 in the Camaro line. Another is ZZ1 for a high-performance big block crate motor only sold through Chevy parts but not installed in any vehicle. Are you confused yet?

It gets even more convoluted the deeper you dive down this rabbit hole. You might think that since the current late model Chevy engines are known as the LS engines. You know, LS3, LS6, so fourth are all variations of the currently Chevy small block engine family which debuted in the 1997 Corvette. You might assume then that any Corvette engine with the "LS" prefix is one of the late

model engines. Wrong! Look back to 1971 and you will find RPO LS6 was a 425HP 454 engine and the "LS" designation stuck to the 454 until 1974 when the last Corvette big block was the LS4 with 270 HP.

The smack-dab in the middle of the big block era we find the ZR1, all aluminum 454. The ZR monicker would pop-up again years later but not as the same engine but in the Chevy truck family! In that same era the small blocks got an "LT" prefix, well, some did, some didn't. the LT1 was the high-performance gen-1 small block from 1970 until, wait for this... 1997 but not just in Corvettes, but any number of GM cars like Buicks.

OK, so, "LT doesn't really mean much at all, because other small blocks got other RPO numbers. L82, L48, L79, etc. Are you confused yet? You should be. I think someone at GM just used a dart board to come up with these, but every once in a while, one of those RPO numbers sounded catchy to somebody in Chevy upper management or sales and they plucked one out of the computer and used it as a model name.

Not just for the Corvette, but other models too, like the Z28 Camaro, ZR2 off road pickups (?). Here are some other random if not famous or even interesting RPO codes to entertain you:

- UL5 – 1987 radio delete
- UF1 – 1974 map light
- P48 – 1963 knock off wheels
- 276 – 1961 small hub caps in place of wheel covers
- M22 -1971 heavy duty 4-speed
- YJ8 -1973 aluminum wheels (*never really made*)
- ZN1 – 1978 trailering package



## Mid Engine Monthly Update: ZR1 Revealed And Other C8 News

*John Elegant, MidEngineCorvetteForum*

### **Introducing the new Corvette C8 ZR1:**

Without any EV assist, the ZR1's [twin turbo flat plane crank LT7 is a delightful monster](#), developing 1,064 horsepower and 828 lb/ft of torque. Congratulations to Executive Chief Engineer Tadge Juechter and the entire Corvette team for truly giving us the UNTHINKABLE (one of those *rare times when a marketing moniker equals reality*).

Imagine this...it has a little under 400 horsepower more than the Z06, and more than twice the HP of two C8 Stingrays!!! The LT7, as we thought, is a 5.5L twin turbo flat plane crank engine, but none of us thought it would have 1,064 HP!

The highest track performing ZR1's will come with the Tom option, yes literally "TOM." It includes: ZR1 carbon fiber aero package; carbon fiber high wing spoiler, dive planes, tall hood spoiler, Michelin Cup2R tires and special track tuned suspension. Other highlighted new features of the ZR1:

- Carbon fiber roof to reduce mass and lower the center of gravity for both coupe the HTC;
- Unique aluminum wheel design available in four finishes, including Edge Blue;
- Optional new carbon-fiber wheel design, exclusive to ZR1, to further reduce mass;
- LT7 engine intake finished in Edge Blue;



- New Habanero Orange interior is available, as is a blue stitch option (which was prominent for previous ZR1's).

Various full-length racing stripes, brake caliper colors, including an exclusive blue for the calipers.

To insure the LT7 operates within design operating temperatures under all conditions:

- Flow-through hood: Air enters the front grille, flows through the intercooler heat exchanger and exits the hood to increase front downforce and cool charged air temperatures;
- Carbon fiber side profile air ducts: Clean, cool air is funneled through ducts, which are cleanly integrated into the signature wishbone bezel behind the cabin doors to cool the rear brakes through an intricately designed system that doesn't impact rear wheel travel;
- Fifteen (15) heat exchangers;
- Unique fresh air intake ducts: Carbon fiber inlets located on top of the coupe rear hatch ingest air to cool the turbo compressor inlet air temperatures; Only downside I can see, besides allocations and price (yet unknown), is we lose our frunk, but for more downforce and cooler charge air temp. The revised front cooling system has two more heat exchangers for both of those purposes.

The quarter mile run is done in under 10 seconds and over 200 MPH to speed. While impressive, most of us are believing that when the final 0-60 MPH, 1/4 mile, and tested top speeds are shared, those preliminary numbers will be blown away. Not revealed yet were MSRP, fuel economy, gas guzzler tax, etc. It's an impressive super/hyper car that has been created for the fortunate few who will get to own one! Not that we know its production is limited, but we remember that the 2019 C7 ZR1 was less than 3,000 units in total, as was the entire C7 ZR1 generation. Couple that with a late 2025 introduction, we wonder whether might there be just 250 units of the 2025 ZR1 be produced.

### **The Z06 GT3.R Wins Its First Race (And then...)**



The #3 Corvette finished first at the Canadian Tire Motorsports Park race. Coming in second place was the #4 Corvette. This was so great for the team, the drivers, the engineers, pit crew, and of course for all of us. For Corvette Racing this year, it has been one disappointment after another. In the beginning of this year's racing at the Rolex 24, we suffered from a combination of lack of speed, but also from mechanical failures and being hit by other race cars. In short, the new Z06 GT3.R has had bad luck until now. Up until July 14th, it was one disappointment after another, from Daytona through the 24 Hours of LeMans. Hence as the picture shows, it was so sweet to finish 1 and 2.

Corvette racing's GT3.R followed up with two race wins the following weekend, specifically at

VIR (Virginia International Raceway), which had a Saturday race and then a second one on Sunday the 20<sup>th</sup> & 21<sup>st</sup> - we won both of them!

### **C8 Production Pace**

GM delivered 9,338 Corvettes in the 2nd quarter of 2024. This is a very good number, though not the record amount for one quarter. We still do not know what this year's total might be, but with production currently scheduled to go through Friday, September 6th, 41,000 would be a good estimate. While it will be way below 2023's total of about 53,000 - that year missed out being the record all time high by just 29 units; thus 2024 will be the 2nd best C8 production year ever.

### **GM Financial Subsidizing Stingray Pricing: But...**

For the first time in C8 history, GM offered special finance rates to Corvette buyers. The "but" in the title is because this "special rate" is for Stingrays only. The rate is 7.49% or higher. As some quickly pointed out in the thread linked below, some credit unions are offering rates below 5%. The fact that it took six years for GM to offer "special rates" is a major backstory to me. Dealerships weren't even discounting C8 Corvettes until its fifth year of existence, which is another testament to how well the C8 generation has been received. We hear rumors that discounts for the Z06 will begin soon too.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/549570-gm-directly-subsidizing-sr-pricing>

### **July 18th Saw The Start of 2025 Corvette Allocations**

Dealers were told that they could officially enter 2025 orders on Thursday, July 25th. E-Ray allocations were very small in number. We do not know of one Chevy dealer (out of 2,911 nationwide) who got more than two E-Rays. Many got none and perhaps less than 50 dealers got only one E-Ray allocation. The Z06 level of allocations was mild-to-moderate. Stingray allocations



were plentiful. On July 25<sup>th</sup>, all constraints on those orders were announced. Here are the major ones:

### **Stingray**

Non Z51s – 237; Regular Stingray – 105; Competition Yellow – 0; Sebring Orange – 0; Hysteria Purple Metallic – 26; Habanero Interior – 12; Q9I 20-Spoke Gloss Black Wheels – 237

### **E-Ray**

Competition Yellow – 0; Sebring Orange – 0; Hysteria Purple Metallic – 3; Habanero Interior – 0

### **Z06**

Competition Yellow – 0; Sebring Orange – 0; Hysteria Purple Metallic – 11; Carbon Flash High Wing – 32; Visible Carbon Fiber High Wing – 32; Carbon Flash Ground Effects – 7; Visible Carbon Fiber Ground Effects – 7

The orders that were not constrained will become status 3000 and thus gaining official GM “acceptance” on July 30<sup>th</sup>. We expect assembly line production of the 2025 Corvettes will start on Monday, September 9<sup>th</sup>.

There were no allotments for two of the three new colors, e.g., Competition Yellow, and Sebring Orange. However, Habanero-the new spicy orange interior, saw a total of 12, nationwide allotments. The perennial on-again, off-again ability to order the Stingray’s Q9I gloss black wheels was “somewhat in play,” with only 237 sets of those wheels approved. There were also partial limits on the number Z51 orders and the reverse on regular Stingray orders. Lastly, there were even some constraints on the 1LT orders allowed, with just a total of 105 orders nationally.

### **E-Ray Is Nominated For Motor Trend’s Performance Vehicle of the Year**

Congratulations to the Corvette team for engineering another outstanding C8 model. We expect up to another 320 E-Rays to be built in 2024 (in addition to the approximately 680 made so far). Another way to think about 2024 E-Ray production is that it is a special edition 1,000-unit model. Here is another MotorTrend E-Ray accolade article:



<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-e-ray-powertrain/522277-go-go-e-ray-motor-trend-test>

(Picture credit and thanks to savagegeese)

Thanks for reading. May your middle summer go great for you. I hope to see many of you at the NCM 30<sup>th</sup> Anniversary/Caravan event August 29-31<sup>st</sup>. Tadge Juechter’s induction into the Corvette Hall of Fame will be extra special there. Safe driving to you. Here’s to many miles of your Corvette driving smiles.

John@ Mid EngineCorvetteForum

# 2024-25 Standing Committees

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

**Kelly Smothers (Chair)**

Andrea Smothers, Shane & Andrea Massey, Joe & Pat Peters, Wayne & Janet Kreger, Julie Hughes, Dave Schwerdt, Dru & Gary Hill, Al Manrubia, Dana Malby, Tom Paddock, Nick & Martie Valenzuela, Larry & Cathie Raaf, Steve Sims, Buzz Blogg, Chris Roethlin, and organizer Extraordinaire Kent Muhle.

### **Budget**

**Brent Wilson (Chair)**

### **Activities**

**Joe Peters (chair)**

Kelly Smothers, Joe & Pat Peters

### **Social Media Committee**

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

**Place  
Stamp  
Here**

