



CORVETTE ASSOCIATION

# GLASSASS

VOLUME 47, ISSUE 9 SEPTEMBER 2024



WVCA President  
Kelly Smothers

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**G**reetings, Veters!

This weekend, September 13-15, marks the end of the cruising season with the President's Run. There's not much cruising weather left this summer, so be sure to get out there while you still can. Speaking of the President's Run, we will be heading to the Oregon Festival of Cars on Friday the 13th (not ominous at all!). We'll meet at the Hagers Grove Home Depot at 2 p.m. on Friday to begin the drive.

Now, you may be wondering, why a car show for the President's Run? Well, to be honest, John and Mollie Hendricks were planning to attend and asked if we'd like to join them. After spending the last six months caring for my dad, I didn't have much time left to plan an overnight cruise event. So, the idea of a car show in Bend seemed like a perfect fit.

I have fond memories of my youth spent skiing on Mt. Bachelor, and as an adult, hunting and fishing from Diamond Lake to the High Lakes region of Central Oregon. However, work has always kept me grounded in the valley, where my daily commute has often been the priority.

The Oregon Festival of Cars began 26 years ago as the Sunriver Exotic Car Show. Over the years, it's grown into a must-attend event for car enthusiasts. Hundreds of unique cars are expected to participate this year. The event has cultivated a relaxed and fun atmosphere, making it a great way for participants to connect with other like-minded car lovers. Proceeds support the Deschutes Historical Museum in Bend, Oregon.

For many, the fun starts with a 9 a.m. departure from Wilsonville, parading their cars to Bend, where they'll stop at a local hotel to wash and prep their vehicles for the next day's show (supplies provided). Festival check-in takes place later that afternoon at a local brewery. The drive will take just under three hours.

On Saturday, the cars will be displayed at the Deschutes Historical Museum. The first 50 vehicles will be parked on grass, while the rest will line up on asphalt. The downtown location provides easy access to coffee shops, restaurants, and shopping. The show runs from 8:30 a.m. to 3:00 p.m., and the Festival opens to the public at 10 a.m., with live music by the Dan Balmer Trio. A People's Choice Award ballot will be available for all spectators.

The day concludes with the Festival Banquet at 6:00 p.m. at the newly remodeled Bend Golf Club, a premier event facility. Reserved parking will be available for banquet attendees, and although the banquet program has yet to be announced, I've been assured it will be a delightful surprise.

Sunday's agenda includes a tour and lunch, but no further details are available at this time. If I were in charge, we'd head up to Mt. Bachelor! ;) Well, that's it for this month, folks! A short article highlighting our plans for this year's President's Cruise to Bend. We currently have seven cars going, and it's shaping up to be a fun trip.

Save the Wave,

Kelly

**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**

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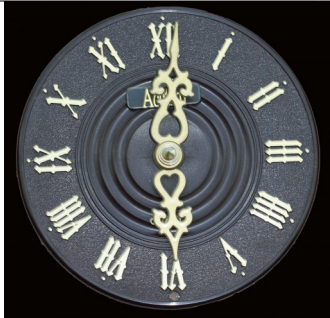
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# WVCA Meeting Minutes

September 5th 2024

Meeting called to order 6:30 PM

WVCA Minutes for September 5, 2024

6:32 CALL TO ORDER: Kelly

Recognize New Guests and Introductions:

Eva 2 cars C7

Sara C5, C7 Z06 and C6

TJ & Brent 93 Black

Gary & Bonnie C7 2017

Birthday Announcements:

Kami Wilson September 8th

Tom Kleve September 16th

Nick Valenzuela September 20th

Kent Muhle September 26th

Stephen Sims September 27th

Duane Stark September 29th

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

The minutes are approved as distributed/corrected."

**TREASURER'S REPORT:**  
**Brent**

Balance in Checking	\$ 4,127.37
Petty Cash	\$ 459.00
Savings (Interest \$0.52)	\$12,439.37
<b>TOTAL</b>	<b>\$17,025.74</b>

Dues are being collected, \$35 for single and \$50 for a couple.

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

**PRESIDENTS REPORT:** Kelly

The membership requires 3 events whether it be membership meetings or dinner.

No New members that meet membership requirements to join.

Currently 14 folks are interested in the association and we currently have 102 paid members.

Oregon Festival of Cars and the Presidents Run.

Christmas Dinner December 7th Roth in Salem where we had last years dinner.

Mary Ann fell at Stayton Car Show and broke her Crazy Bone. Please give her and email and check on how she is doing.

**VICE PRESIDENT REPORT:** Joe

- September 7 Millersburg Car Show Millersburg City Park 1:00 - 5:00 Meet Safeway South Commercial? 11:00

- 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.

- September 14 and 15 Oktoberfest St.Mary's Public School 9:00 - 3:00

- September 14 Sandy Cruise in and Car Show St. Michaels Catholic Church Sandy Or. 9:00 - 3:00
- September 18th Jacket Night Stayton at North Third on 3rd street.
- September 21 Fifties in the Fall Riverpark Lebanon 9:00 - 3:00 All cars
- October 11th - Cascade High Homecoming/10 cars requested at halftime
- December 7th Santa Cruise
- December 7th Christmas Dinner at Roths

Kristi - Election of new Officers for 2025

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

There will be voting at October Meeting– Just a reminder that Dues are to be paid by October Meeting to vote.

**COMMITTEE REPORTS:**

**SACC** - Joe Peters talked about Car Show and October Fest Mt. Angel, Corvette Caravan

Bowling Green Update: National Corvette Museum Corvette Caravan –PNW Caravan August 22-31 2024 - Larry Raaf – Contact List is being Produced.

**OLD BUSINESS:** Still need a volunteer for Club Secretary

**NEW BUSINESS:** Wine tasting Winery in Independence - Eva

**TECH TIME:** New Calibers, Headers etc. were added to the car.

**GOOD OF THE ORDER:** Little girl rang the door bell to see if they would start the car up. The kids were taking pictures.

There is a used bumper available for a base C7 corvette.

**50/50 DRAWING:** How Much to the club \$82.00, how much to the winners \$41.00 Lynn and Kelly

Corvette Trivia! 1 ticket each question

C7 What happens when the windshield wiper is turned on. Answer Head Lights turn on.

In the CID Center Information Display what does the eco index fuel economy display show: Answer # of cylinders firing fuel economy display.

**ADJOURNMENT:**

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



What we do best after the Oregon Festival Of Cars. Can you guess what it is??



Someone got a shiny new toy!!!



..and someone else collected another trophy!!!



**N**ow what?

I started writing this column in April of 2022, Initially, it was to be a technical article about all things C5, but in July of 2022 The AmishVette got hit, and things changed. I still don't have him back, and the brain injury I received that day has made daily tasks difficult, much less being able to drive and work like I used to.

So, I've been writing down whatever pops into my head and sending it faithfully to Buzz each month. When The AmishVette returns, I'll have plenty of C5 tech to write about again, but in the meantime, what should this column cover?

I believe we currently have 14 C5's and 11 C6's in the club, and I know a few of you work on your own stuff but I'm not sure if any of the tech tips and modifications I've written about have helped. Some of what I write about is C5 only, but much of the info will translate to C6's, which means as a technical column I have a potential readership of 25 members. Is that enough? Or should I turn C5 Corner into "featured car of the month"?

I did a review on Kai Mana, Isaac and Lori Palmer's 2000 Z51 C5 back in April of this year, and it was one of my favorite columns to write. Anyone else want their car featured? It doesn't have to be a C5, any Corvette with an interesting story would be a good read. I've also thought about doing a monthly "member profile", because with over 100 members I'd have something to write about for years.

Another possibility is to have an "Ask Kent" column, in which members could email technical questions or problems they are having with their cars. If I don't have the expertise to answer myself, I would consult any number of experts I've met and used over the years.

**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.*

My goal is to make sure whatever I scribble down and send to Buzz is useful to our association, so I'm asking for your feedback. Here are some questions, and I'd really appreciate it if you would answer the following and send your responses to [bu4you@gmail.com](mailto:bu4you@gmail.com), or text them to 503-680-2907. If you want to discuss the options, feel free to call me. Here goes:

1. Do you read this column?
2. Are you OK with me just writing whatever pops into my feeble mind each month?
3. Would you like a "featured Corvette of the month?"
4. If yes, would you like your car featured next month?
5. Would you like a "featured member of the month?"
6. If yes, are you up to an interview?
7. Would you like an "Ask Kent" column?
8. If yes, what's your first question?

This is your association, and this is your monthly newsletter. I'm here to serve, so whatever the group wants is how my page will look from now on. If nobody responds, I'll just continue to be strange. Maybe even escalate the strangeness. If you know me well, that should frighten you a bit.

Until next month, I hope y'all are enjoying the nice dry summer we've had, and have taken the opportunity to enjoy it behind the wheel of our favorite American sports car. I hope to have my inbox filled with suggestions.

Kent



## Why Did You Buy a Corvette?

By: Paul Ennor

**O**n Facebook recently I saw something that got me to thinking about why a person decides to invest a huge sum of money to purchase a Corvette. A different article I read in another publication made the statement, “*Jeep is a vehicle a person buys with their heart not with their head*”. I guess that quote also applies to Corvette purchases. After much thought on this subject and reflection on my own Corvette buying circumstances, I arrived at about forty or more reasons why a person makes the decision to buy a Vette. So, with that said and laid out, bear with me as I ramble on and do a brain dump onto paper. Don’t expect lots of answers, this is just a look into the thought processes of an old Corvetter facing a deadline for an article.

Some people buy a Corvette simply because they always wanted one since they saw their first Vette or had a Corvette Hot Wheel when they were very young. These people probably loved the look. This person may have bought their first Vette way back when they were young or waited until family responsibilities were in the rear-view mirror. It doesn’t matter. These Vette owners are or were motivated by a desire to own a piece of art on wheels. I guess I fall into this category at least partly. Let’s face it though, a Corvette is not a practical “only vehicle”. So, while these owners have achieved one goal, that being to own a Corvette they always dreamed of. Fine, but... Soon reality rears its ugly head.

That’s why so many Corvette owners do one or two things: They buy a second, third or fourth vehicle that fits the needs a Corvette can’t meet. I’ve been here dozens of times, owning second cars from sedans, pickups, SUV’s, vans, you name it. The second thing that this, “*I always wanted a Vette*” owner might do, especially if he/she bought their Vette early in life, is to sell it and buy a “family vehicle”.

For all too many former Corvette owners this is the end of their association with Corvettes. They sell out, buy a Toyota and a house have kids and except for a few faded pictures in an album on the shelf, they forget all about the Corvette period of their life. Some of these folks may come back into the Corvette world later in life and buy a newer model Corvette once they retire. Maybe this explains the average age of our club members? Moving on...

Some people buy a Corvette for its high performance. Well, that’s just fine for those folks. I’ve never been able to understand why anyone wants or even needs

huge horse power numbers in a Corvette that will spend most of its life driving around town to get groceries or on cruises through the valleys and hills on winding roads. Even long freeway drives in a car capable of 200 MPH seems to me to be just asking for trouble, but I won’t judge those who need that adrenalin rush. Enjoy, but be careful out there, OK? I’ve now covered a couple of reasons why people buy a Corvette. Now I’m going to think about why anyone would want more than one Corvette, either at the same time or in sequence.

Of course, if a person has been bitten by the Corvette bug bad enough, they will get infected with Multi-Corvette Syndrome. There is yet to be a safe and effective vaccine developed against this illness. It’s not fatal I’m told but the side effects include reduced bank balances, larger garage size, and in extreme cases divorce or loss of close relationships.

The reasons for having multiple Vettes are many; A need for a Vette for every occasion, like cruises, parades, car shows, races, or one of every color are all reasons why someone acquires multiple Corvettes. Here again I’ve found myself stuck in this category when life threw me a curve ball in the form of a stroke that left my left leg weakened enough that I found it difficult to use a clutch properly.

Thus, another Corvette with an automatic seemed a reasonable solution at the time. That’s how I got infected. Once a person is infected with multi-Corvette syndrome it’s very difficult to cure because it’s a form of addiction.

The last reason a person might buy a Corvette is in order to join a Corvette club. I must admit that this is one of the less common reasons anyone would buy a Corvette. But it does happen!

I know because it’s happened to me. It happened like this; I was involved in a car club (not Corvette) in my twenties. I had owned a number of “other cars” and liked the comradery of being around car guys and doing car stuff. Then a good friend who owned a Corvette and was a WVCA member rented a room from me and I began hanging around with some of those Corvette guys.

I never “always wanted a Vette” but in 1973 I fell in love with that model. To make a long story short I bought a new 73 big block roadster and joined a Corvette club (it was WVCA) to hang out with other Corvette owners. And here I am fifty years later. Still in WVCA and I still own that 73 Vette.

Now as you think about what I’ve written here, sit back, close your eyes and see if you might see yourself in any of the situations I outlined.



## By John Elegant

Predicting Corvette's Next 5 Years & More  
There is no single more important Corvette question than the interrelated three-parter of:

What is going to happen to the C8 generation and when, what will the C9 generation bring, and would for the first time we see the internal combustion engine Corvettes be joined by an additional electrical powertrain — whether that might be an interim plug-in hybrid, and/or maybe even a pure EV joining Corvette production?

How do you think Corvette will be evolving during next five years?

As this week perhaps as soon as tomorrow, the production of the fifth year of the C8 generation will end. Specifically, will have seen the 2024 model year finish with just over 44,300 units being made, e.g. about 31,800 Stingrays, more than 1,200 E-Rays, and a few more than 10,500 Z06's. While that 44,300+ total would be a lot less than last year's near-record of 53,807 made in 1979, last year was short only 22 units with 53,785 built.

Of great importance, Corvette continues to dominate its market share with 50% of total sports car build in its class. This is in spite of sports cars slowing all over the globe, e.g., becoming a progressively smaller and smaller number and percentage of total annual vehicle production (whether we consider worldwide or just U.S. sales).

What will be see during the next five years?

We know that the 2025 model year will start in the next few days. It might start as soon as this Monday or this Tuesday, though some think it will take a few more days to completely finish assembling committed 2024 builds. For sure if for no other reason than start the phenomenal 1,064 HP ZR1 joining the assembly line, the 2025 model year will be incredibly memorable. We also know that many allocations have been granted for new year Stingrays, E-Rays, and Z06's and whether 2025 production is 40,000 units or more, C8 production will robustly continue. But for how long.

And, what else do we know about model year 2026 and the approximate, following four years?

The answer is precious little.

There are some sleuthed facts we have gleaned, such as the 2026 model year will introduce a new interior, but even then, will it end of the wall of buttons; and if so, would the recent tradition of two IP screens be merged into one. If the latter would it be as other parts of GM have gone to a 30"-33" singular screen or up to the 55" Cadillac Escalade? But other than the interior changing next year, what else we do we KNOW about the soon-ending (?) of the C8 generation and/or its morphing into the C9? The answer is again precious little.

What do YOU think will happen to the Corvette during its next five years?

Consider joining our conversation at the [MidEngineCorvetteForum.com](http://MidEngineCorvetteForum.com) and hearing more from like-minded enthusiasts!

# 2024-25 Standing Committees

## Budget

Brent Wilson (Chair)

## Activities

Joe Peters (chair)

Kelly & Andrea Smothers, Joe & Pat Peters

## Social Media Committee

Facebook Page

Kelly and Andrea Smothers; Shane and Andrea Massey

Buzz Blogg & Chris Roethlin

## Facebook Group

Kelly & Andrea Smothers, Shane & Andrea Massey, Buzz Blogg, Joe Peters & Stephen Sims

Group Experts Kent Muhle Tom Paddock

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