



CORVETTE ASSOCIATION

GLASSASS

VOLUME 48, ISSUE 12 DECEMBER 2024



WVCA President
Kelly Smothers

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As 2024 draws to a close, I want to take a moment to reflect on the year we've shared and express my deepest gratitude for your continued trust and support. These past four years as President of the Willamette Valley Corvette Association have been a remarkable journey, filled with memories, milestones, and camaraderie that I will cherish for a lifetime.

From scenic cruises to Jacket Nights, festive Christmas Dinners, and those unforgettable Halloween costumes, we've built a tapestry of experiences that showcase the heart of our club: connection. I am deeply appreciative of the shared passion, commitment, and good humor that each of you has brought to our community.

As I step down from my role as President, I want to leave you with a simple but profound reminder: this is your club. It's not mine, nor the board of directors'. It belongs to each of you, and its future lies in your hands. The spirit of our association depends on your engagement, creativity, and willingness to continue shaping it into something we all can be proud of.

While I may no longer be leading, I have every confidence in the exceptional board of directors we've assembled. Their dedication and talent will ensure that the club continues to thrive. However, the true strength of the Willamette Valley Corvette Association comes from you, our members. Your input and participation are the lifeblood of our community.

Andrea has already shared her plans to organize more cruises next year, which I know many of you are excited about. The positive feedback we received from this year's events reminds us that a little input and enthusiasm go a long way. So please, keep the ideas coming. Let's make 2025 a year of even more memories and adventures!

As I hand over the reins, I do so with immense pride in what we've accomplished together and tremendous optimism for the road ahead. Andrea, our family of Corvettes, and I wish you a joyful holiday season and a Merry Christmas. Thank you for the privilege of serving as your President—here's to the next chapter for all of us!

With gratitude,

Kelly Smothers

President, Willamette Valley Corvette Association

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

<http://www.willamettevalleycorvettes.com>

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WVCA Meeting Minutes

December 5th 2024

Meeting called to order 6:30 PM

Recognize New Guests and Introductions: Rex & Sara yellow C7 Z06

Vote New Members: No new Members

Birthday Announcements:

Kelly Smothers	12/08
Sherry Chandler	12/11
Mike Harris	12/14
Isaac Palmer	12/19
Steve Tuttle	12/21
Pauline Kleve	12/24
Douglas Hunter	12/27

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

The minutes have been distributed to you through the Glass Sass. "Are there any corrections?" With no (further) corrections minutes are approved. One correction, Bonnie is spelled Boni

TREASURER'S REPORT: Brent

Dues are due \$35.00 Single and \$50.00 for a couple.

Balance in Checking	\$	4,718.49
Petty Cash	\$	488.00
Savings	\$	12,940.91 (Interest \$0.52)
TOTAL	\$	18,147.40

Treasurer 's Report is approved

PRESIDENTS REPORT: Kelly

- ◆ October Dues are due for 2025. \$35 for singles and \$50 for couples.
- ◆ Christmas Dinner Roths

- ◆ Dorothy will be taking over member list
- ◆ Monthly Meeting 1st of every month
- ◆ Jacket Night 3rd Wednesday of every month – Please let Host know if your not coming if you signed up.
- ◆ Santa Cruise December 7th Meet at 7:30 am Stayton Park and Ride

GOOD OF THE ORDER: None

50/50 DRAWING: How Much to the club \$86.00, how much to the winners \$42.00 each.

Corvette Trivia! 1 ticket each question

1st week in Dec. Older Driver Safety Awareness
Answer 1974

What year did the Corvette come with Air Bags.
Answer 1990

\$42.00 Martie

\$42.00 Lisa

ADJOURNMENT: 7:15

Route 99 for dinner after the meeting.

VICE PRESIDENT REPORT: Joe

- December 7th Santa Cruise an unwrapped toy 8:00 fireman's breakfast. Meet up at the Stayton/ Sublimity park and ride, off Highway 22 ***You can bring your metal car if you like***

- December 7th Christmas Dinner at Roths. West Salem

- March 1-2 Salem Roadster Show -

- April 12th - Cherry Blossom Run (TBD)

- July 17-19th Vette Fest Boise Idaho

- July 18-20 - SOCA Corvette weekend. Grants Pass

COMMITTEE REPORTS:

SACC – No Report

Bowling Green Update: No Report

OLD BUSINESS: Christmas Party

- ◆ Open 4:00 pm decorate table
- ◆ Bar opens 5:00
- ◆ Dinner Served 6:00

Contest:

- ◆ Ornament
- ◆ Christmas Outfit
- ◆ Table decoration

Please park in back of store and proceed to Oregon Room

NEW BUSINESS: Cruises for next year

- ◆ Dinner Cruises on Willamette or Columbia River
- ◆ Ladies Cruise

TECH TIME: None



What do you like best about your Corvette?

After hanging around Corvette owners for years, I've heard a bunch of "origin stories", but why do we continue to hang on to them years after the original purchase? What is it about these totally impractical cars that fosters such loyalty? And how come some folks have more than one?

I know some people own Corvettes for the investment potential. They buy rare or special edition cars, and store them. Kinda like an automotive 401K. The cars aren't driven, just looked at and "value tracked". If you have that kind of money, knock yourself out. In my opinion, cars are meant to be driven, so I've never

understood that kind of thinking. Having said that, I love going to collections like the Brothers Collection in Salem to see really rare cars preserved for the future.

Others own America's favorite sports car for sentimental reasons. Maybe their parents had one, or they remember their first ride in one. Lisa Ennor fits in this category, as I believe Paul and Pat took her for her first ride in their 73 on the way home from the hospital she was born in. My parents took me home from my birth in a 1953 Rambler Ambassador. I have no desire to own one of those...

Some buy a Corvette for status. I've never understood buying a car to make you look more successful. These are the folks that give us a bad name, cuz they are just show-offs, and tend to wreck leaving a cars and coffee. I remember an autocross years ago when a guy showed up with his new C7 Z06 and was sure he would dominate the event. Not only was I 2 seconds faster with my 400 HP to his 650, (2 seconds in an Autocross is an eternity) he got beat by Miata's and a very sneaky Prius. He did a long angry burnout leaving the event, and hit the curb after losing control. I recall applauding as his poor car was loaded up on a wrecker. He most likely owns a Mustang now.

Many love the looks of their car, and own them based on looks alone. There's an old cowboy saying, "The outside of a horse is good for the inside of a man". I'm not being sexist, the quote is from the 1800's. A more modern phrase is "If you don't turn around and look at your car after you've parked it, you bought the wrong car". Harley Earl lived by that philosophy.

I bought mine based on performance. I previously owned very fast cars that couldn't make it around a corner, and some very good handling cars that were short on power. I started looking for manual transmission C5's in 2006, and bought mine in 2009. It was fast, with the Z51 package it cornered better than I could drive it, and damn, it was pretty! (Thanks Harley). I've Autocrossed it, drag raced it, and have done a few laps around the full course at PIR. I love the way it's connected to the road, and although the ride isn't for everyone after all the modifications I've done, it makes me smile every time I drive it. That for me, is why I keep it. I don't need it, my health prevents me from driving it like I built it, and it's been out of commission for 2 and a half years, but the Amishvette will always hold a special place in my heart. And yes, I always turn around to look at it after it's parked.

So what do you like best about yours? Looks? Performance? Value? For me, it's how the car makes me feel when drive it. Just me and my car. Can't wait to feel that again.

Until next month, keep smiling, and enjoy your cars Kent

Disclaimer

C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places to get parts, but you should do your own research before attempting the changes I suggest. Your mileage may vary as they say, and not all recommendations I will make will work for everyone's style of driving. If you have any questions or need any help feel free to contact me. Modify at your own risk, and have fun.



C5 Generation

(Continued from last month)

With a new century just around the corner, the decade-old C4 Vette was losing sales. The Corvette team readied a brand-new revolutionary Corvette for the twenty first century. But all was not well in Chevy Land. Chevrolet upper management wasn't on board with the investment needed to put a new untested revolutionary Corvette into production. There was a lot of less than amiable discussion between the small group that wanted to put a new C5 Vette in production and a larger group that wanted to kill the Corvette entirely and put GM's limited resources into more profitable ventures like Pontiac and Buick sedans. I won't even try to delve into that can of worms here. Just suffice it to say that the small Corvette contingent won the fight, and the result was perhaps the most revolutionary new Corvette ever.

There was virtually no evolution from older Vette at all. The new 1997 C5 Vette was a whole new product from the ground up. The venerable small block engine was scrapped and a brand-new Chevy small block was designed. This

was the new LS engine. The new engine was not bolted to a transmission like had been done for ever. The engine sat under the hood but a torque tube ran down the tunnel where the all new transaxle was mounted at the rear of the car. The new body was a completely new design. The wedge shape of the C4 was dropped and a more rounded curved profile adopted. Eventually three slightly modified body designs were offered, a Coupe with a removable panel, a roadster, and a coupe with a fixed roof and slightly different B-pillar design. Inside everything was new. The seats were easier to enter and exit compared to the C4. The instrumentation was given a 21st century vibe. And gone were the days when any shade tree mechanic with basic tools could fix and tune their own Vette easily. The C5 brought on full computer controlled everything.

C6 Generation

As revolutionary as the C5 Vette was, the C6 which hit show rooms in 2006, was only evolutionary. In most mechanical ways it was used the technology of the wildly successful C5s. The front end of the C6 offered the biggest obvious change from the C5. For the first time since 1962 this model didn't have pop-up head lights. The head lights were mounted behind large slanted plexiglass lenses set into the fenders. Some customers liked this while others hated it. But mechanically the base C6 Corvette carried over all the innovations from the C5 cars. Combined the C5 and C6 Vettes were produced for 16-years.

C7 Generation

By 2014 Chevy engineers produced another evolutional design. Corvette had dropped any idea of making an affordable Corvette for the common working man. They were making no bones about it; they wanted to take on the European exotic cars and beat them at their own game with an All-American sports car. The 2014 was again an all new redesign from the ground up. It was made to kick Ferrari's butt at less than half their cost. The once new LS engine was tweaked, bored, stroked, cammed, injected, and re tuned you name it. Full race models like the Z06, a model name pulled from way back in 1963, set records and won races worldwide. Exterior mods were mostly designed for two purposes; to enhance performance or to make the Vette look like it is fast even standing still. The C7 model run was only 5-years but in those five years the Corvette engineers pulled every ounce of performance possible from a front engine car.

C8 Generation

Zora Duntov, father of the Corvette had wanted to build a mid-engine Corvette since the 1959 *CERV I* prototype. He knew that an engine mounted in the middle of a car could offer the best handling characteristics. In 2020 the Corvette team conducted another revolution in Corvette design and they engineered another brand-new Corvette, this time with the engine mounted behind the passenger compartment. This required a complete rethinking of how a Corvette was laid out. The now venerable LS engine would power this new Vette but everything else had to be redesigned. First to go was a manual transmission. For the first time since 1953 Corvette would have no clutch or manual transmission even as an option. They tried to sugar coat it, but the new "dual clutch" transmission was an automatic, no way to hide that. But it was a superb transmission that could sift faster than the best race car driver in a C7. Initially the C8 came in only a Coupe version but it didn't take long before a drop-top of sorts was offered. It was a retractable foldable hard top panel, not a soft top and it wasn't cheap. Inside the C8 offered/offers two trunks, one under the hood, one behind the engine bay. Nether is very big but they offer usable storage space for road trips. Inside the cabin is unapologetically designed for the driver's comfort and convenience at the expense of passenger side. With the C8, Corvette has been able to not only offer a Vette that sells for a fraction of anything else that it can be compared to. With the latest full race, versions the C8 is setting speed records that are the envy of its competition. As we look into the future, we see the C8 E-Vette hybrid pioneering its way into perhaps a future all electric Corvette in the not too distant future. Only time will tell where the Corvette story goes from here. (?) Paul Ennor

Christmas Buffet at Roth's



Toy Drive @ Stayton



The New Year hopefully will bring good news , health and happiness for everyone , as well as a new slate of officers for WVCA.

Kelly outdid himself and served as President for 4 years and most of the officers served multiple years, mainly because nobody wanted to step up and take the responsibility when the office terms expired.

This year, however things have improved and there are new faces on the Board and some new blood which we sorely need. New people, new ideas and new things to do hopefully that will get more participation in the Club this year.

President - Andrea Smothers
Vice President - Joe Peters
Treasurer - Brent Wilson
Secretary - Kelly Smothers
Member at large - Pat Peters
Historians - Gary Hill & Stephen Sims.

Thank you for stepping up, folks!







Mid-Engine Monthly Update: Past, Latest, and Future C8 News

(by John Elegant, MidEngineCorvetteForum.com)

Exclusive ZR1 Picture With More and New Information Coming:

Only this one picture now but more are coming soon -- along with special ZR1 information. Thanks to a very special source invited by GM to the Milford Proving Ground Road Course, MECF will be sharing quite a bit of new ZR1 material. Of course without our source which we will later specifically credit, thank and recognize fully once GM has given the green light to these new matters, we would not have this. Thanks for those who are ZR1 information focused, please check back later for the featured slider thread at www.MidEngineCorvetteforum.com. New material will



be added into that sticky'd thread there.

BGA's Three Week Christmas Closure

In news first learned by the MidEngineCorvetteForum (MECF) and then shared with the Corvette world, that Bowling Green Assembly will close at the end of production on Friday, December 13th and re-opening on Monday, January 6th.

MECF learned this information when an insider friend sent us a copy of the official written "OnSuite" internal communication that GM sent to Bowling Green Assembly Plant employees.

While a week-long Christmas/New Year's Plant closure is typical during the C8 era, in C7 days, it was more typically a full two-week holiday closure. Why would there be a full three-week closure coming up?

Overproduction and slow sales of Stingrays are the primary reasons. But there are two other factors:

1. Plant equipment replacement/advancement and

Employees who have been working a lot of hours, many of them six days a week for many months, are getting very deserved holiday vacation time with their families.

Corvette Racing Program Manager Change, Welcome Jessica Dane Starting January 1st:

Big personnel changes are coming for Corvette Racing. Jessica Dane is taking over as Corvette Racing's Program Manager, while Laura Klauser moves to the GM production side. Jessica is a very successful Aussie racer and was also a successful sports car team owner. More info and details about her experience are here: <https://bit.ly/3CGRa6x>

ZR1 Moving Toward Production Status:

MECF has been steadily charting and sharing the progressive steps towards a saleable production ZR1. However, at the time this article was written (end of November), not only are there many steps yet to go before the first customer ZR1 arrives (estimated early fall 2025), but as of right now, not one saleable Captured Test Fleet ZR1 has been built. Also, less than 50 experimental units (all eventually going to the crusher or to a Museum, but not approved for any other use) have been assembled. The attached link details the many steps that still need to happen before first delivery.

[ZR1 Moving Toward Sale-able Production Status - MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com)



GM's Technical Service Bulletin On DCT Maintenance and Repair:

Already accolades are being awarded to the ZR1, with Top Gear awarding it the “2024 Performance Car of the Year.” Meanwhile, fast forward about seven months, we know of another future award - the ZR1 will pace the Indy 500! There will be a special livery for that car. Former NFL star, Michael Strahan will be the honorary pace car driver. The race will be May 25, 2025.

GM issued a TSB on how we must maintain our Dual Clutch Transmissions, including when (mileage and time requirements) the DTC cannister must first be replaced — which is a narrow 1,000 mile “window” and then subsequently thereafter. Failing to comply with warranty maintenance requirements could result in an approximate \$18,000 DCT replacement bill if problems were to occur later. GM has sent individual letters to every C8 owner advising them of this specific maintenance sequence (though not in TSB form). Both are at this link: <https://bit.ly/3CEAIU2>

Corvette New Purchase Ownership Age Drops:

The C8 Corvette is the #1 sports car for buyers 35 years of age and under! Previously, the average age of a Corvette buyer was 62 years old. That means the average age has now dropped eight full years. We thank Corvette Product Marketing Manager Harlan Charles for this information.

I hope your 2024 holiday season brings you a wonderful time with family and friends. Maybe even lots of you will have the weather Gods smile on you, e.g., still giving you the opportunity to drive your Corvette quite a bit during late fall and winter!

C8 Corvette As Christmas Movie Star:

A Red Mist C8 Corvette will be starring in the upcoming Christmas movie entitled “Red One” featuring Dwayne “The Rock” Johnson and Chris Evans. The premise of the movie is that Santa Claus, aka Red One, has been abducted and elite team of Santa’s helpers must rescue him.

John

Current And Future Month’s New C8 Purchase Allocations:

There was just one allocation cycle in November. It started on Thursday, November 14th. Constraint information was shared on the Thursday of the two-week Dealer Order Submission Process. But it was not until the following Thursday that each dealer was given the exact combination of options available for each new order. In December, there will also be only one DOSP. It will open up on Thursday, December 12th. Orders with specific matching constraints for each one will probably go in on December 19th. January will complete the trifecta of just one ordering cycle for the winter months. Expect it to open up either on Thursday, January 9th or possibly not until January 16th.



Apparently Santa has upgraded his sleigh this year and he says that with the addition of reindeer power more kids will get their gifts on time and that’s a win for everybody! Thanks to Jeremy Welborn of MECTF, and corvette Blogger for this great pic of Santa starting to load the beast up!

2025-26 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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Place
Stamp
Here

