



CORVETTE ASSOCIATION

GLASSASS

VOLUME 47, ISSUE 10 OCTOBER 2024



WVCA President
Kelly Smothers

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Greetings, Veters!

Well at Thursday night's meeting, we voted in the 2025 board of Directors for Willamette Valley Corvette Association. I was not able to be present as I was/am recovering from sinus surgery.

I present to you our 2025 slate of offers:

President - Andrea Smothers

Vice President - Joe Peters

Treasurer - Brent Wilson

Secretary - Kelly Smothers

Member at large - Pat Peters

Historian - Gary Hill - Stephen Sims

Following on from a couple of my previous themes I wanted to add some emphasis to what it takes to run a club. BLUF: leadership roles offer pride in ownership.

The Importance of Rotating Leadership in a Small Club

Leadership is the driving force of any organization, regardless of size. In small clubs with around 100 members, leadership positions such as President, Vice President, Treasurer, Secretary, and Member at Large play vital roles in guiding the club's direction, promoting engagement, and ensuring that operations run smoothly. In these settings, rotating leadership is not only beneficial—it is essential for fostering a thriving and inclusive club environment. Here's why.

1. Sharing Responsibility and Preventing Burnout

Holding a leadership role in any organization is both rewarding and demanding. I would also caveat that having a demanding full time job and other personal obligations also takes its toll. Positions like President, Vice President and events coordinators and Treasurer often require dedication, time, and effort beyond what is visible to regular members. When the same individual remains in a leadership position for too long, there's a risk of burnout, which can affect their motivation, enthusiasm, and ability to serve effectively.

Rotating leadership ensures that no one person is overwhelmed by their responsibilities. Fresh leaders can bring renewed energy, new ideas, and a sense of excitement to the club. By sharing the load, the club avoids over-reliance on a single person, promoting sustainability and continuity in its activities.

2. Encouraging Member Buy-In and Ownership

When leadership positions rotate, all members have the opportunity to take on a role and contribute to the club's development. This rotation encourages a sense of ownership—members feel like it is truly **their** club, rather than a group managed by a fixed few. *(Cont. Page 5)*

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

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OR

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Member-at Large: Dave Schwerdt

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WVCA Meeting Minutes

October 3rd 2024

Meeting called to order 6:30 PM

6:30: CALL TO ORDER: Joe

Recognize New Guests and Introductions: no guests

Vote New Members: **Voted in Rex and Sarah, Eva**

Birthday Announcements:

- ◆ Gary Dental 1-Oct
- ◆ Roger Weber 5-Oct
- ◆ Barbara Hunter 7-Oct
- ◆ Ed Kirasich 9-Oct
- ◆ Roxy Stockberger 14-Oct
- ◆ Claryce King 27-Oct
- ◆ Stephanie Grabotin 30-Oct
- ◆ Rachel Harris 30-Oct
- ◆ Don Amaral 31-Oct
- ◆ George Perkins 31-Oct

Approval of Last Month's Minutes:

LAST MONTH'S MINUTES: Joe

The minutes have been distributed to you through the Glass Sass. "Are there any corrections?" With no (further) corrections minutes are approved.

TREASURER'S REPORT: Brent (Dues are due October 1st)

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

Balance in Checking: \$ 4,067.12

Petty Cash: \$ 171.00

Savings \$ 12,939.87

TOTAL \$ 17,177.99

PRESIDENTS REPORT: Kelly

October begins the new Dues Year. \$35 for singles and \$50 for couples.

Budget Committee for 2025, please volunteer we need 3-4 people and will be meeting before the November Membership meeting. The committee will have a phone computer call.

Halloween Party December 19th at MaCley Grange 8312 Macleay Rd. SE Salem, Oregon

VICE PRESIDENT REPORT: Joe

6 October - Tentative Fall President's run to the coast, weather dependent, see Andrea.

October 11th - Cascade High Homecoming/10 cars requested at halftime be there @ 7:15 Junior High 9 of 10

October 19 halloween party at MaCley Grange?

December 7th Santa Cruise

December 7th Christmas Dinner at Roths. Same location as last years Christmas Party.

COMMITTEE REPORTS:

A motion was made to bypass the bylaws the Ballot voting and to hand count by Julie. Pat seconded the motion. Vote was brought to the floor and voted unanimously.

A call to the floor for any further members wishing to run for office. Kelly Smothers was added to the list of officers. Joe asked the membership to vote aye/nay to the 2025 list of officers, the vote was unanimous. Welcome to new officers, and Their start date 1 January 2025.

- ◆ **President - Andrea Smothers**
- ◆ **Vice President - Joe Peters**
- ◆ **Treasurer - Brent Wilson**
- ◆ **Secretary - Kelly Smothers**
- ◆ **Member at large - Pat Peters**
- ◆ **Historian - Gary Hill - Stephen Sims**

SACC - Joe Peters Christmas Cruise and Rod and Custom Show in December

Bowling Green Update: Corvette Caravan complete. Six card from our club attended. The group encouraged more members to go next time.

OLD BUSINESS: None

NEW BUSINESS: Trunk or Treat October 26th at the Fussy Duck from 4-6 pm

TECH TIME: 2014 C7 display blinks, car won't start, a new battery was needed.

GOOD OF THE ORDER:

50/50 DRAWING: How Much to the club \$96.00, how much to the winners \$47.00.

Corvette Trivia! 1 ticket each question

In the C6 Corvette what was the first year of electric push start. 2005 Sarah

What was the first 200+ mph production Corvette ever made. The 2009 ZR1. Dave

Julie Schwerdt \$47.00

Dave Schwerdt \$47.00

ADJOURNMENT:

Route 99 for dinner after the meeting. 7:30!



C5 Corner Fall Musings



Last month I asked the group what they would like to see in this column going forward. I got absolutely 0 responses to my survey, so I guess either nobody reads this, or you're all content with whatever drivel I pound out and send to Buzz. So, second request, copied from the last newsletter.

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, 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.

Enough of that. Summer is drawing to a close, and what a summer it was. Long stretches of dry weather, lots of events, and a bunch of opportunities to show off our favorite American sports cars. Unfortunately with The Amishvette still out of commission I was only able to spectate, but he's almost done, and I may be able to attend some drives before the weather turns to crap. If you are on Facebook, you saw The AmishVette in his new color on September 26th. I've not seen him move under his own power since 7-7-22, and I gotta say it gave me goosebumps hearing him drive away. I'm already planning my next round of modifications, but first things first. He's been down for over 2 years, and that's not good for any car, much less a high performance one.

I anticipate having to deal with a few minor problems before I'll feel comfortable leaning on him and taking him on any long drives. Should be fun! I am going to have to rename him as well. The first name I gave him after I put on black wheels and took off all the trim was “MurderVette”, which seemed a little aggressive and had already be used, kind of, by the Street Outlaw car named “MurderNova”. Since I allowed only black accents inside and out on my black car and kept him plain, the name that stuck was The AmishVette. Now, with all the metalflake in the paint and the proposed new wheel color, he's no longer plain. I smoothed out the inset letters on the front and rear bumper covers so he is even more trimless, and will never wear an ounce of chrome (“if it don't go, chrome it”), so he is still kinda Amish, but sparkly. So, The AmishSparkle? SparkleyAmish? AmishRose? AntiAmish? My sister suggested “The Purple Mustang Eater”, but it's too long. Any ideas? I'm pretty sure I'll have to drive him a bit to see if something hits me, but I'm open to suggestions. Until next month, enjoy the weather while it lasts! Kent

Disclaimer

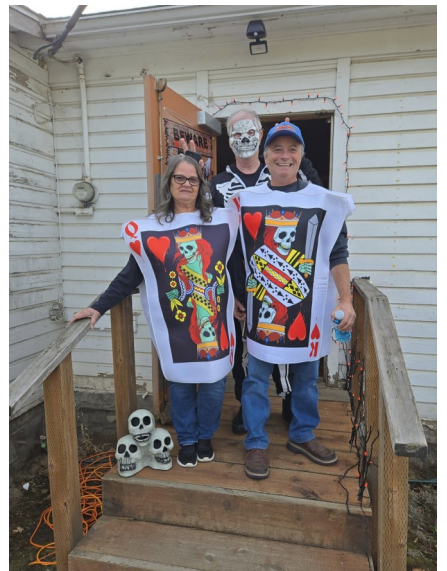
C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places 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.





These cute kids were trying to get us to sign their shirts as we left the field. Unfortunately nobody had anything to write with, but that is the first time this ever happened to us and I believe they will be future Vette owners. They were so impressed with these cars!!

Future Corvette Owners of America!



Halloween party October 20th . Good time was had by all and we did a Murder Mystery which a lot of us had never done, and it was fun. Food was great and there was too much as usual. Great costumes and Kelly and Andrea are getting to the point where they need more room for all their prize winnings! Little Red Riding Hood and the Big Bad Wolf took First place for their great outfits!



FROM THE "WAY-BACK MACHINE"

By: Paul Ennor

I had to apologize to the editor for not having anything new and unpublished for this month's Glass Sass. So, as a result I have delved into the archives and pulled out an old story from a VERY old and much longer article I wrote many years ago. There might be one or two of you who remember this but I doubt it because I've dug way back to the 1970's for it. For those who don't remember my family here's some background that will help make sense of this story. Pat was my wife. We were married in 1976, she passed away last spring. Marty was her son, only 2 ½ at the time of this story, he was killed in 2005. As the story begins, I had owned my Corvette for only three years and had only known Pat for a bit more than a year.

REWIND BACK TO 1976 Jimmy CARTER WAS PRESIDENT

Pat, Marty, and I actually made a cross-country round trip from Salem to Chicago in my 1973 Corvette roadster during the summer of 1976. Pat wanted to introduce me to her mother and sister who lived in the Chicago area. I had two cars, the 1973 Vette and a 1959 El Camino. The Vette was almost new and I trusted it on a 5000-mile trip. The old El Camino, well I wasn't going to trust that machine on that long of a trip. For some reason it never dawned on me that we might fly or take a train to Chicago. I bought a set of red luggage whose pieces when arranged just right would exactly fill the space behind the seats of my Vette with the top up. That meant that we had to leave the top up for the entire drive, but we had plenty of luggage space plus room for the three of us, and we hit the road for Chicago. I drove the entire distance, Pat navigated, such as she was capable, because she never had any sense of direction meanwhile Marty sat on his pillow placed on the console and road like a trooper.

He was such a good kid that I wondered why other people were always complaining about their kids in cars even on short trips. It would be another 4 years and one kid later before I'd find out that not all kids were the traveling saints that Marty was. Marty soon figured out that I would drive until I needed gas before I'd stop for any reason, then I'd pull into a gas station where I'd fill up while Pat and Marty hit the rest rooms and got something to eat or drink. During one long stretch in the mid-West, I guess Marty had finally figured out the system because he looked up at me and asked, "Do you need gas yet?" I got the message; he needed to go to the bathroom! At 2 ½ he had already figured out how to pull my strings and ask for what he wanted in a way that he knew I would respond to.

One night on our way home from Chicago, after being on the road for ten days or better, we pulled into a little motel in Winnemucca Nevada. We were almost home and I was glad, it had been a long trip. That day we had traveled from Salt Lake City across the salt flats in 100-degree heat with no air conditioning. The next morning, as I did every morning, I went out to the Corvette and opened up the back compartment, then I would make about three trips back into the motel room and bring out our bright red luggage.

I had set the two largest suit cases next to the Vette when a man came out of his room in front of me, looked at the car and then at my suit cases and informed me that, "Those will never fit in there!" I said, "Really? That's funny because I took them out of there last night." Then I went back to our room to get the rest of the bags. When I returned, I proceeded to pack them into the place where I put them each day, I shut the compartment door and latched the top. He just stood there for a second and said, "Well I'll be damned." Then he turned and walked off.

(Cont from Cover Page) Encouraging diverse participation in leadership also helps members to feel more invested in the club's activities, direction, and overall health. When members have a chance to influence decisions and shape the future of the organization, they are more likely to be active participants, attend events, and promote the club's mission.

3. Diverse Perspectives and Fresh Ideas

Rotating leadership fosters an environment where new perspectives and ideas can flow freely. Different members bring different skills, viewpoints, and problem-solving approaches. For example, a new Vice President might introduce an innovative approach to community outreach, while a fresh Secretary could streamline communication and record-keeping practices.

This variety is crucial for keeping the club dynamic and adaptable. If the same individuals hold leadership positions indefinitely, the risk of stagnation increases, and the club may miss out on potential growth opportunities and creative solutions to challenges.

4. Developing Leadership Skills Among Members

A major benefit of rotating leadership is the opportunity for members to develop their own leadership skills. Taking on roles like President, Vice President, Treasurer, or Member at Large offers invaluable experience in decision-making, teamwork, financial management, and communication. By rotating these roles, the club effectively becomes a training ground for leaders, empowering members to build their confidence and abilities. It has been mentioned before that a good idea would be for the VP role to follow a President, or natural progression so someone isn't coming into a leadership role cold turkey if you will.

This growth not only benefits the club but also extends to members' personal and professional lives. As they develop skills within the club, members often find themselves better prepared for leadership opportunities outside of it, contributing to their broader personal development.

5. Creating a Culture of Collaboration

Rotating leadership helps to cultivate a culture of collaboration and inclusivity. It reinforces the idea that every member's voice matters and that the club's success is a collective responsibility. When club members see that leadership positions are open to everyone and that their participation is valued, it strengthens the club's unity and overall sense of community.

Leaders who understand they are serving for a finite term may also be more inclined to mentor others, ensuring that the club has a strong succession plan and that there is always a pipeline of prepared individuals ready to take on leadership roles.

Conclusion: A Thriving, Member-Led Club

In a small club of around 100 members, rotating leadership positions is critical for maintaining a healthy, vibrant, and engaged community. It prevents burnout, encourages member buy-in, introduces fresh perspectives, fosters leadership development, and promotes a culture of collaboration. When leadership is shared, the club truly becomes a collective endeavor—a place where every member has a stake and every member can contribute to its ongoing success.

By rotating leadership, clubs ensure that they remain dynamic, inclusive, and member-driven, leading to greater satisfaction for all involved. Save the Wave,

Kelly

A beautiful Sunday drive with WVCA to Canon beach and the Pelican Brewery. Weather and company was excellent!





Mid Engine Monthly Update: Different Format with More Info Links

By John Elegant – MidEngineCorvetteForum.com

Introductory note: Trying a different article presentation style this month. If you are seeing this in a newsletter in a non-PDF form and you wish to hotlink any of the threads, you might wish to copy, paste and save the next link to open it on a computer or any mobile device. Every link would then be one click away. If you want to look at this article as a .PDF, please click the attachment.

Predict Corvettes' Next Five Years

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 for the first time, would we see the internal combustion engine be joined by an additional electrical powertrain? Would that be an interim plug-in hybrid or maybe even a pure EV joining Corvette models?

Several weeks ago, production of the fifth year 2024 C8 ended. We know the 2024 model year finished with just over 44,300 units being built, with approximately 31,800 Stingrays, slightly more than 1,200 E-Rays, and a few more than 10,500 Z06's. That 44,300+ total was a lot less than the near-record 2023 Model Year, which nearly beat the all-time 70 year record of 53,807 units built in 1979. Last year's production was only 22 units short with 53,785 built. Nicely, Corvette continues to dominate in market share with +50% of total sports car purchased in its class. This is in spite of sports cars sales slowing all around the globe, becoming a progressively a smaller and smaller number and percentage of total annual vehicle production (whether it be worldwide or strictly U.S. sales).

What will Corvette production look like during the next five years? It is starting very nicely with the 2025 1,064 horsepower ZR1 joining the assembly line.

We also know that many allocations have already been granted for new 2025 model year Stingrays, E-Rays, and Z06's. Initial units have already been made, e.g., over 500 Z06's have been completed.



(Photo courtesy of GM)

There are some 2026 changes that have already been learned, such as the 2026 model year will introduce a new interior. Will it be the end of the "Great Wall of Buttons"? Would the recent GM trend of two IP screens being merged into one happen, and if so what size would be the single larger 2026 C8 screen? This question is asked as many other GM models have already gone to a single 30"-33" singular screen or even up to the 55" wide Cadillac Escalade screen. But other than the possible interior changing next year, what else do we know about the ending models of the C8 generation and its transitioning into the C9? Grand Sport ahead?

We also dive into the question of whether GM would make Corvette a separate brand. GM President Mark Reuss said in mid-September that this would NOT happen and that, "Corvette will remain a Chevrolet." Might there be a Corvette SUV in the next few years? What do YOU think will happen to the Corvette during its next five years? Please join our on-going conversation entitled "Predict Corvette's Next Five Years": bit.ly/3TLyrwe

ZR1 at "The 'Ring"

We know that the ZR1 was recently fully tested at the Nurburgring. Here it is pictured within the Corvette testing facility located at the edge of the 'Ring track.

(Thanks to GM President Mark Reuss for this picture)

On a cautionary note, while GM continues to refer to the ZR1 as a 2025 model year car, we *do* know two scheduling factors...on GM's website where it used to say that it will be "Available Summer 2025," the word "summer" has been removed.

Second, Corvette historians know that the ZR1's appears in the three previous generations (C4, C6, and C7). Every time GM has announced its year of availability, it slipped one model year. (GM promised a ZR1 in 1989. Yet, it became available as a 1990 model. And most recently, with the C7 ZR1, GM told us it would be available as a 2018 model. Yet it appeared only in the 2019 production year).

And speaking of ZR1 optimism (or is it outright dealership greed), we already have dealers stating that, "we have ZR1 allocations and will sell them to you for \$100,000" to reserve your top spot in line. What hogwash — not only has GM not issued one single ZR1 allocation to any dealership, most believe it will be next year before they grant a single ZR1 allocation. Similarly, we won't learn about its MSRP until early 2025.

Also expect more ZR1 performance data, such as its official 0-to 60 time. However, since the ZR1 was confirmed to be at The 'Ring in September 2024 and since the famed five mile straightaway track at Ehra-Lessien, Germany is not far from there, we may get top speed numbers for the sleeker, standard version and the ZTK full track version by the time you are reading this? Insiders would not be surprised with 222+ MPH for the former, 210 MPH for the ZTK version. Here are some other ZR1 thread links:

ZR1/ZORA prototypes at the Nurburgring: bit.ly/4eBF19U

Configure your ZR1 here: bit.ly/3Bgl2FX

Why ZORA Will Exceed 1,200 HP: bit.ly/3XFqCZZ

ZR1 Poll on its MSRP

Wish to join in on what you think the ZR1's MSRP will be? Predictions greatly vary. But so far, with over 100 poll entrants, the average MSRP is thought to be \$167,500. But within the posts in the thread linked below, some saying they think its MSRP would break the \$200,000 price level — NOT counting dealer markup that many are predicting will break through \$100K alone and probably for the greediest dealers +\$150K above MSRP: bit.ly/3Zym769

ZR1's 1,064 HP Was Created This Way, (LT7's "Deep Dive" GM Presentation)



Jordan Lee is GM's Chief Engineer for Small Block Performance Design. If you want to be a highly informed LT7 geek (how does it make 1,064 HP and much more), please open the below link. A fantastic video awaits you (Post # 26) along with Jordan's PowerPoint presentation slides. <https://bit.ly/47IIOrn>

Finally, as noted above, ZR1 customer production is a long way away. As of this writing, less than 50 ZR1 captured test fleet (CTF)'s non-saleable cars had been built. None are yet fully developed and thus not safety-certified for customer use. All of the them will end up at a Museum or in the

crusher. Six already were destroyed as a result of required crash-impact safety testing. We eagerly await the first saleable, non-experimental VIN ZR1 to be made. Here are the latest details on the evolution for the ZR1's being an experimental test mule (CTF) toward its eventual customer production: bit.ly/3ZHpLKK

ZORA

What do we know about the ZORA blasting around the Nurburgring in mid-September? Actually, quite a bit! First, ZORA is not delayed, but do not expect it until the 2027 model year. Second, it has already been developed to the point that where, on the ZR1's final validation drive with Mark Reuss, Tadge Juechter, Josh Holder and ten other top members of the Corvette team, they did a long road trip in which Tadge actually drove the ZORA developmental version. (ZORA is totally drivable now. But there is still two years left of development before customers gets theirs).

Tadge Juechter's Corvette Hall of Fame Induction Ceremony video is here: bit.ly/3BkA11A. As are the videos of the other HoF inductees that night.

<https://www.midenginecorvetteforum.com/forum/mc-discussion-photos-videos/556920-entire-ncm-hof-induction-ceremony-video>

Year-To-Date C8 Sales By Top Ten Dealers: bit.ly/3N2C8d7

What Are All The 2024 to 2025 Option Price Differences?

Here is an analysis of every option and their price change. Some increases and some decreases in the link. bit.ly/4e8FG9z

Late Breaking News

ALL 2025 Z06's will pay the \$3,000 GGT (gas guzzler tax), which is a \$400 increase for the non-aero versions, compared to 2023 & 2024: <https://bit.ly/4e8FG9z>

Stingray Employee Pricing

It took until the sixth year of C8 production for GM to finally approve/release employees "Friends and Family" pricing on the Stingray. Here's how it applies to your upcoming purchase and if you qualify, you could gain access to it. Additionally, for current GM non-management employees, GM further sweetened that offer with an additional \$1,500 off that pricing. Here's the details: bit.ly/3zzFa5y

Build and Price Your 2025 Corvette

The 2025 Corvette "Build and Buy Configurator" (it's new name) surfaced for all 2025 C8 variants on September 24th. Here is the link for the Configurator: bit.ly/3Bjz8qa

Z06 News

2025 Z06 production is moving along nicely with it initially averaging a little over 200 units per week. Customer demand remains strong with hundreds of anxious customers still waiting for their allocation to open up at their dealerships. We are starting to see some dealers discount from MSRP their in-stock Z06's. Meanwhile we have this major teaser from *Sport Auto* (one of Europe's most respectable auto-media companies). They have been running the Z06 at the Nurburgring and just stated:

"The Z06 Nordschleife lap time was recorded yesterday, and it is the fastest Sport Auto lap time of the 2024 season. Many thanks for the great teamwork to @corvette and @michelinusa. You will soon be able to read the results in Sport Auto and watch the lap on the Sport Auto YouTube channel."

By the time you read this article in early October we will have that highly-desired lap time.

E-Ray

Initial 2025 E-Ray production is starting slowly. Is that because they are short one part? And if so, are they still building them "Build Shy", meaning they are being completed minus that one supplier delayed part? E-Ray media reviews are continuing: bit.ly/3zB6ccH

Thank you. If this modified style for the Mid Engine Monthly Update doesn't work for you or you really like it, thanks for reaching out to me and letting me know. Meanwhile, most importantly, I hope your Corvette driving times are resulting in many miles of smiles. Thanks for reading. John MidEngineCorvetteForum.com

[FIRST LOOK: 2025 Corvette ZR1 – 1064hp, Turbos & 215mph! | Watch \(msn.com\)](#)



Just like any rock star, Dick Dale, the legendary guitarist who pioneered surf rock, wasn't just a master of thunderous melodies – he was also a gearhead with a taste for classic American muscle. And what better way to cruise the California coast after shredding at a beach concert than in a sleek white Corvette convertible?

Dick Dale: King of Surf Rock and Master of

Corvette Cool



Dale's 1998 Corvette wasn't just any Vette. It was a C5 generation, a design known for its sculpted lines and aggressive good looks.

The minimalist interior was a driver's dream, with supportive leather seats and a focus on function over flashy ornamentation. Perfect for letting the roar of the engine be the soundtrack to any seaside adventure.

Speaking of that engine, the C5 Corvette was a beast. The base model in 1998 packed a 5.7L V8 with a healthy 345 horsepower, enough to launch Dale from 0 to 60 mph in a thrilling 4.8 seconds.

That kind of power ensured he could get wherever the next wave – or gig – was calling in a hurry, with the wind whipping through his hair and the sun glinting off the chrome accents.

Can you imagine cruising down the Pacific Coast Highway, the sun setting in a blaze of orange and purple, with Dick Dale himself at the wheel, the unmistakable twang of his guitar echoing from a nearby beach? That's an image straight out of a California dream.



Picture Paul McCartney, hair blowing in the wind, cruising down the California highways in his Corvette.

This American sports car, with its sleek lines and roaring engine, is the perfect companion for a musician who's always on the hunt for new adventures.

Under the Hood

The heart of the Corvette C5 is a powerful V8 engine delivering a smooth 350 horsepower.

With an acceleration from 0 to 60 mph in under 5 seconds with the six-speed manual transmission, this sports car offers a thrilling and exciting driving experience.

A Comfortable and Sporty Interior

Despite its sporty appearance, the interior of the Corvette C5 offers a surprising level of comfort. **The seats,**

both for the driver and passenger, are spacious and provide excellent support.

Additionally, the memory function **allows you to customize the seat positions for greater comfort.** The analog instruments, with their classic design, add a touch of elegance to the interior.

A Modern Classic

Although the Corvette C5 was introduced to the market in the early 21st century, it has already become a modern classic. **According to Carfax, the prices of a well-maintained Corvette C5 can range from \$15,000 to \$30,000.**

What do you think of Paul McCartney's Corvette? What's your favorite sports car? Share your thoughts in the comments! And if you enjoyed this article, don't forget to give it a "like" and share it with your car and music-loving friends!

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

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

Place
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