



VOLUME 49, ISSUE 1 JANUARY 2025

Happy New Year, and welcome to a new chapter for the club! As we hit the road into 2025, it's the perfect time to set our sights on the road ahead.

The start of a new year brings fresh opportunities to set goals and embrace new adventures, both as individuals and as a club. Whether it's cruising to new destinations, participating in car shows, or simply expanding our camaraderie, there's so much potential for growth and enjoyment.

This year, let's challenge ourselves to make every mile count. For some, that might mean perfecting a restoration project or adding a personal touch to their Corvette. For others, it could be stepping into a leadership role within the club or introducing a friend to the community. Together, we can continue to fuel our shared passion and keep our club thriving.

As we plan our calendar of events, I encourage each of you to share your ideas. Let's set ambitious goals for the club—whether it's participating in more charity drives, organizing unique road trips, or growing our membership. Your input and enthusiasm are what makes our club great!

Here's to a fantastic year of Corvettes, friendship, and unforgettable memories. Let's make 2025 a year to remember for our Corvette Association.



**WVCA President
Andrea Smothers**

INSIDE THIS MONTH

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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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WVCA Meeting Minutes

January 2nd 2025

Meeting called to order 6:30 PM

Compiled by Kelly Smothers, Secretary

Time: 6:30-7:30

Location: Northwest Vintage Car and Motorcycle Museum, Powerland Heritage Park, Brooks, Oregon

1. Call to Order

The meeting was called to order at 6:30 by Andrea Smothers.

January Birthdays announced:

Larry and Cathie Raaf 1/2

Andrea Massey 1/10

Scott Savage 1/12

Andrea Smothers 1/24

TJ Anderson 1/26

Ann Salvatori 1/27

Kay Hanson 1/28

2. Roll Call / Attendance Officers Present: Andrea Smothers, Joe Peters, Pat Peters, Brent Wilson, Kelly Smothers, No new guest. 23 Members present. A quorum for a membership meeting will be twenty percent of all members of the Association and 2 officers (56 paid members, 11 for quorum). Ms President, we have a quorum.

3. Approval of Previous Meeting Minutes

The minutes of the previous meeting held on 5 December, 2023, published in the Glass Sass newsletter prior to the meeting. - Any updates to the minutes as published: Kristi Rehm's Birthday 8 December.

4. Officer and Committee Reports**

President's Report: No New members that meet membership requirements to join? 55 members have paid their dues. I will be following up with the members we have listed as not paid to verify that it's not lost in transit and confirm that they wish to continue with the club.

Any members not paid by 31 January will be removed from the roster, facebook, the website and all email lists.

Related to membership dues. If a member is only paying for a single membership, not a family membership, then guests of the membership will have to pay to attend club funded events like the picnic and the Christmas Party. The current definition of a family is a married or unmarried couple.

The board is in the process of reviewing the bylaws and the constitution. The current versions will go out to the membership via email this month.

Active members can propose amendments. Please submit any proposed changes by 31 January. Amendments need to be submitted in writing to the board (email is fine). The board will be reviewing any submitted amendments, along with recommendations from the board, and sending the proposed amendments out to the membership via email before the Feb meeting. Amendments will be voted on by the members present at the Feb meeting.

2025 Goals for the Year Ahead

- ♦ Reorganization of club responsibilities for communications and other duties to enable easier transition from one person to the next.
- ♦ Capture unwritten responsibilities in writing for continuity.
- ♦ Explore changes and options to evolve the club into something that attracts members, especially younger members and makes it easier for the membership to actively participate in the club.

- Vice President's Report: Given by Joe Peters.

- January 15 Jacket Night Larry and Cathie Raaf The View at McNary 165 McNary Estate Dr. N. Keizer Or.
- January 17-18 Winter Rod and Speed Show Linn County Fair and Expo Albany
- March 1-2 Salem Roadster Show -

- April 12th - Cherry Blossom Run (TBD)
- May 10 - Cascade Car Show 10226 Marion Rd. NE, Turner OR.
- July 17-19th Vette Fest Boise Idaho
- July 18-20 - SOCA Corvette weekend. Grants Pass

Treasurer's Report: Given By Brent Wilson Balance;

Checking	\$ 3,318.28
Petty Cash	\$ 140.00
Savings	\$ 12,941.45
Interest	\$.54
<hr/>	
TOTAL	\$ 16,399.73

SACC: Joe Peters - Nothing to report at this time.

Bowling Green Update:

5. Old Business: Santa Cruz, Club won 2nd place. The Christmas party was a big success, with 56 people. Talked about next year's Party, 13th of December.

6. New Business:

Board met before the meeting on how they are going to do business this year. Potential changes to the By-Laws and Constitution.

No motions made: No Discussion:

7. - Good of the order:

Tech time, Talked about The Edwards C8 and transmission issues. Andrea and Kelly have signed up for a Road Rally. 3-4 hour rally. Dorothy talked about a couple interesting potential events, Mt. Hood Railroad, Boat Trip on the Rogue. Talked about a 67 Corvette that needs some help so his daughter can drive. Club may do a "smile drive".

50/50 amounts 60/29/29

8. Adjournment

The meeting was adjourned at 7:00PM by Andrea Smothers.



C5 Corner

The Wild World of the Inter-Webs?

Like most of us, I remember life before the internet. Actually, not only do I remember life before cellphones, and before that, pagers, I recall clearly the first time I saw a color TV. It was in 1960 at a JC Penny's in McMinnville, and not only was it in color, it had a massive 21" screen! I looked it up, and at the time the cost of a GE 21" color TV was \$499, which is \$4,724 in today's money. I bought my first computer in 1984, and as I recall with a monitor and printer it ran around \$2,500. My cellphone today has more computing power than that old dinosaur, but it got me started. Also in 1960, the highest HP offered in a Corvette was 315. Fast forward 64 years, and you can pre-order a ZR1 with 1,064 HP, 98" QLED TV's can be found for under \$2,000, and my \$500 Laptop does things my first PC couldn't do in the blink of an eye. To think my cellphone has more computing power than Apollo 11 in mind-boggling!

Information is now available immediately, and the ability to connect with anyone in the world via smartwatch is something only Dick Tracy imagined. Most automotive advances in safety, power, handling, fuel economy and reliability are direct results of computing power, and as computers become more powerful and technologies like 3D printing improve these advances will keep coming, and at a faster pace. When I first started drag racing in the late 70's, almost everything was analog. With the exception of ignition systems, everything was springs, weights, jets, dials and pressures. I took a tackle box full of carb and distributor parts to each event, along with a notebook to keep track of conditions and tunes to match. There are still hard core folk that tune their rides old school, but all the fast stuff is tuned between rounds via laptop (except fuel and alcohol funny cars and rails, although they log their runs and download the info via computer).

With so much info available to anyone with access to the internet, it's become much easier to diagnose, repair and modify our cars. However, is all the info correct? And how can you tell good from bad? I've been using the web to help with all the modifications I've done to The Amishvette, and have run across LOTS of incorrect info, ranging from things that just don't work to suggestions that border on scary and downright dangerous. I've found the most consistent source of good info is www.corvetteforum.com, and that holds true for every generation. Occasionally I'll run across something completely goofy, but there are enough folks online that know their Corvettes well enough that those posts are corrected rather quickly. YouTube is another good resource, but since everyone wants to be an "influencer" these days there are a bunch of morons posting really awful videos. If you own a C5 or C6, Toys4Life is consistently good, and definitely worth following. If you own a C8, www.midenginecorvetteforum.com is the place to be, and it also has some very good threads for C1 through C7. Last but not least, our own Glass Sass has some really good information on all generations, and going to our website at www.willamettevalleycorvettes.com gets you access to not only the Glass Sass archives, but C5, C6 and C7 tips and tricks.

Even if you don't work on your own car, the more informed you are about it the better your ownership experience will be. Being prepared and having an idea of what common trouble spots may pop up is a great stress reliever. Several years ago my oil pressure gauge suddenly pegged at 80PSI, and I knew immediately what it was, how to fix it, and more importantly that it was nothing to worry about. Look up common trouble spots for your car and enjoy some piece of mind. Until next month, enjoy your cars, and be safe out there. 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.



MISCELLANEOUS RAMBLINGS

By: Paul Ennor

The holidays are behind us. The decorations are back in storage (mostly), the house is empty and dreary. The Corvette is sitting in a dark garage. In the Corvette world this time of year seems to lack purpose. That coupled with learning just before Christmas that one of my closest Corvette friends passed away has gotten me to thinking about some random stuff related to friends from our Corvette club. Rather than keep it to myself I decided to share it here. Not because its earth shaking or even massively interesting but because Editor Buzz wants something to print this January.

Have you ever thought about how such a diverse group of people with so little in common except owning a Corvette managed to come together? I have. Car clubs in general seem to draw together people with varying backgrounds and talents. WVCA was not the first car club I was a member of. Way back when I was young, I was in an El Cameno club for a year but somehow it was different. We all owned an El Cameno but somehow most of the folks were more interested in dirt bikes than the car. I owned an early Z/28 Camaro for a while but never found a group of people who coalesced around those at all. But when I got my first Corvette, members from WVCA were right there almost begging me to join the Corvette Club. I found a diverse group of individuals with nothing in common except the Corvette. Guys that wanted to just do things together, either “with”, “for”, or “around” the Corvette. Throughout the years the membership of this club has changed almost yearly. New people join, others drop out or pass on. Some old friendships last through time while others fade away.

With the changing membership dynamic talents and interests come and go but somehow the Corvette has been the glue that draws this diverse population to come together every first Thursday to meet in the same room and plan other events and gatherings together, most with our Corvettes but sometimes not. Here's the “rambling” part I alluded to in the title: The talents and interests of WVCA members over the years has included but in no way is limited to these:

Computer professionals, Chemical engineer, prison guard, Physician, Chiropractor, dentist, meter reader, Chrysler mechanic, office manager, police officer, lawyer, master gardener, geologist, student, auto parts counter worker, postal worker, retired special forces colonel, long-haul trucker (husband/wife team), owner-operator of a rock crushing business, phone operator, parole officer, Day care provider, Sales person (car, RV, & other), tire shop owner, tavern owner, restaurant owner, insurance agent, facilities manager, book keeper, fork lift driver, electrician, deputy sheriff, fire fighter, farmer, personnel manager, finally at least one lady of questionable social acceptability that the wives didn't approve of. If I missed yours, Sorry.

As I think about it, amazes me that people with such diverse backgrounds and talents have come together around an impractical plastic car and that we actually get along as well as we do while finding ways to use our individual knowledge skills and abilities to make WVCA the successful club that it has been for over 57-years.

SAVE THE WAVE



Mid-Engine Monthly Update: Latest C8 News, Info and Analysis

By John Elegant, MidEngineCorvetteForum

GM Said They Would "Go C8 Color Bold" in 2025!

Here's a showroom-stock Z51 Corvette Stingray shared to us by Jeff "Zipity" Duda at his Ciocca Chevrolet dealership. These two colors placed together required a \$695 color override (Option "D30") if you wish to duplicate it for your own custom ordered Corvette. Thanks to Jeff for showing us a Hysteria Purple Metallic with the Habanero interior. You can see a video of the car here: <https://youtu.be/xrThTGAQY2M?si=zXj1PID2x3g9KdF0>

By the way, this car inspired one of Jeff's customers to confirm his tentative decision to choose both of these colors and after seeing this video and pictures. He just ordered an E-Ray from Jeff with identical exterior and interior colors.



ZR1's Top Speed = 233.50 MPH

The 2025 C8 ZR1's top speed was measured at the Papenburg, Germany track. The fastest single run was driven by GM President Mark Reuss. Six other GM test drivers were also able to very closely match that top speed. We learned two things about this amazing C8 ZR1 accomplishment. First, this is the fastest American production car run ever. And second, when other exotics are compared for top speed, some have clearly exceeded 233 MPH. But the average price of those who were able to exceed that top ZR1 speed was over \$2 million each. Another triumph for our Corvette team! Lots more details and a video here: [233 mph - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/threads/233-mph-zr1-top-speed.100000/)



Z06 News

Shipping has finally started on 2025 Z06's. While the 2025 production year began on September 9th, the first 2025 Z06's were not

shipped until over one month later. They were built and held for a while at Bowling Green Assembly due to at least one part being "build shy". As mentioned, one thing that might have caused this complete/shipping delay could have been a supplier quality control issue. At any rate, "happy days" for those 2025 Z06's that are now leaving BGA daily.

Two C8 Technical Service Bulletins Announced

This past month, GM issued two TSB's on C8's. As MidEngineCorvetteForum has often done, both were first posted on our forum. The two are:

TSB on Coolant leak/fix: [TSB Z06 Coolant Leak - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/threads/tsb-z06-coolant-leak-fix.100000/)

TSB on C8 "whoosing sound": bit.ly/4fhvCLI

Assembly Parts Ordering Constraints

Intermittent supplier issues caused C8 ordering and build constraints. We are now in the sixth year of C8 production, but supplier constraints are still an issue. To be fair, these supplier delays are not just with Corvettes, but occur with most brands. For example, for our C8's, we typically continue to experience ordering constraints for different carbon fiber options and some wheel options. And this is a surprise in sixth year of production.

Some moderate-sized dealers are struggling to order 1LZ interiors at times. It is truly an every "DOSP" (Dealer Ordering Submission Process) ordering cycle issue. DOSP is a two-week ordering cycle GM uses 95% of the time. Typically, dealers are told on one Thursday the total number of each model they would be able to order on the following Thursday. But they are not told the specific constraints. Constraints are given to dealers on the second DOSP Thursday.

Good news for the three new colors for 2025..., the middle of October ordering cycle marked for the first time this model year that all colors were available, including the re-introduced Sebring Orange color. One dealer who had many allocations was able to order Sebring Orange for every customer that wanted it. That color had been on total constraint since the first July ordering cycle.

September 9th, 2025 marked the start of 2025 Model Year production. As Sebring Orange has been previously 100% constrained, there were quite a few orders he was able to place. Glad to see all of the new 2025 colors being approved for new orders.

Bowling Green Fire Department's Annual Stingray Raffle Car

The MidEngineCorvetteForum is proud to again join Mike Furman at Criswell Chevrolet and Bowling Green Fire Department in promoting their annual Stingray car raffle. Here's how you can win (1 in 911 chances to do so — and the car has VIN # 911). 2024 will be the Bowling Green Firefighters Association's 3rd raffle of the Chief 1 Edition! Click on the link to buy your raffle ticket and read how BGFD supports the Bowling Green Firefighter's non-profit association and the Bowling Green Corvette community: bit.ly/3BW9N5T



Initial 2025 Production Versus Projected Yearly. And Where Were 2024's Sold?

In the first six weeks of 2025 production, there were 5,254 C8's produced. Of these, 4,001 were

Stingrays; 1,025 were Z06's and 228 were E-Rays. These initial levels were, percentage-wise, 76%, 20% and 4% respectively. As a Corvette insider suggested, the likely ending of year total could be about 70% Stingrays; 20% Z06's; and 10% E-Rays.

I am sure you noticed that there are no ZR1 numbers in the above 2025 Model Year production estimates. The reason for this is that immediately after the ZR1's reveal on July 26th, GM's website stated that the ZR1 was to be "Available Summer 2025." However less than two weeks thereafter and currently, it now states, "Available 2025."

Regarding last year's actual build rates, and recognizing that E-Ray production started a little late for the 2024 Model Year with a slow ramp up, the following were actual 2024 production numbers (courtesy of GM).

2024	Corvette	Breakdown
• Stingray	—	30,942 (72%)
• Z06	—	10,575 (25%)
• E-Ray — 1,417 (3%)		

Looking at the where they were sold, we thank CorvetteBlogger.com for the following: "From the total of 42,934 Corvettes produced, the breakdown shows US buyers received 37,234 (86.7%) vs Canada 3,334 (7.8%), Europe 1,072 (2.5%), Australia/New Zealand 662 (1.5%), Japan 411 (1.0%), Middle East 111 (0.3%), and Mexico 99 (0.2%)."

What We Know And Do Not Have Confirmed About The Changed 2026 Interior?

More than one year ago, the MidEngineCorvetteForum noted that the interior for the 2026 model year would be significantly different, e.g., modification of "the great wall of buttons." Could there be a return of C7's grab handle? Then a few months later, we learned more about a possible third major change—that the two IP screens could be merged into one.



Here are two key earlier threads with lots more detailed information:

[Wall of Buttons: Going Goodbye - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/threads/wall-of-buttons-going-goodbye.123456)

[33" IP Screen: Is This The 2026 C8 Interior Change Coming - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/threads/33-ip-screen-is-this-the-2026-c8-interior-change-coming.123457)

What would be a report card on MECF 2026 interior predictions (we are now about 90% confirmation on these points)? MECF was spot-on over one year ago regarding a major change to the great wall of buttons and on a grab handle returning. But we were somewhat wrong in suggesting two IP screen would be merged into one. Finally, MECF predicted that some HVAC controls and other physical buttons would remain. That prediction is still on-target so far. Some suggested that the best place to look to see what the 2026 C8 interior might look like is to look at either the 2024 Blazer EV's connected two screens in one, or maybe the Chevy Traverse's 2025 IP screen.

It appears that the 2026 C8's interior will retain a lot of buttons for such things as separate HVAC controls, etc. But, without a picture leak, we are still thinking that it would be the 2025 NCM Michelin Bash before we see it revealed.

We remember last April at the Bash when Tadge hinted that the ZR1 this past summer might be "a reveal of a reveal." It's official reveal was July 26th. However, could the new 2026 interior be introduced at the same time as I believe the ZR1's MSRP would be shared in early 2025 at the same time, e.g., the new interior that would be standard in the rest of of the C8 models? If this were to occur, could a "Launch Edition 2025 ZR1" contain the new 2026 interior?

I sure hope your 2024 Corvette driving year so far was miles of smiles, that you had quite a few special Corvette adventures, events, and drives!

John Elegant MidEngineCorvetteForum.com

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

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