



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 45, ISSUE 2 FEBRUARY 2022



WVCA President
Kelly Smothers

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Greetings Veters; Planning for the future.

Let me start this month by noting that also acting in the role of the Webmaster, I have completely redesigned our site. New backend, new front end, and a few new items of interest. I have a new events page with a goal of eventually tying it into our Facebook events site so we have one point to make event changes. I also added a classifieds section. This section will allow registered members to add classified ads for their auto related items, offering them up to club members first.

The next big change is the addition of a sponsors page. There has been a lot of thought that went into this process and this page will eventually give us as an organization a way to fund our activities, give to our communities of practice (Liberty House, Marion-Polk Food share, veterans causes) and create a recurring income stream. I also brought over all former user accounts minus passwords, so you will need to reset your password, or ask me to send you password reset. At this moment, I have added a couple new articles that I found interesting and useful from Corvette Forums, but other than that there isn't any new content, but I am working on updating some of the older information, and always looking for other input that members might be interested in. e.g. tips and tricks similar to the C5/C6 Tips and Tricks I added.

I have also added some automated form content. Which I am a little more excited about. ;) I have created automated "contact Us" forms as well as an automated "new member application". While I was at it, Joe Peters asked me to create a new 'fillable' new member application that he can send to people to fill out and return from their computers. Hopefully making them a little more legible.

One last thing with the Sponsorship piece of this puzzle. Your board agreed to 'seeding' the sponsorship program with free Copper level Sponsorships for club members. Another added bonus to our association members personal businesses.

My belief and concept behind this is that if we don't plant a seed, nothing will grow. Contact me for further details. Is the program perfect? No. Can it grow and meld to what we need? Absolutely. I am also looking into advertising or a placed ad program for businesses that would rather have a presence that way.

Last month I talked about my plans for the C6 a bit, and those plans are still in place. I will be taking it to my paint guy at the end of the month and we will be working on tearing it down to paint some individual panels to correct the crazing issue. Oh, and perhaps I can continue to bug him on completing my C3 for this summer.

Well, I fell into one of those 'you won't' believe it' deals in January. My mechanic called me to ask if I knew anyone that might be interested in buying a corvette with a bad engine, (ears perked up), I said to Devon, you know I know someone. (I'm sure you can hear me laughing). So to make this story a bit longer, I told him to give the gentleman my number and I'd see what I could do for him. A local farmer called me and told me the story of his 1974 T code coupe. A corvette he had babied for the last 25 years. He had replaced the L82 with a 383 Stroker/roller, 20 years ago, and it has 300 miles on it, but cylinder number 1 only had 12 psi. (Continued on 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>

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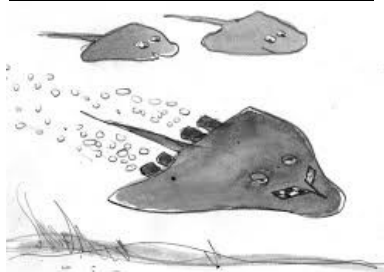
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"Cool. A Corvette stingray."

Meeting Minutes

Willamette Valley Corvette Association

FEBRUARY 3RD, 2022

1st Joe /2nd Pat. Treasurer's report all in favor. None opposed.

President's report:

We have 66 members now. Budget based on 72 members. We lost a few due to COVID. We have a couple new people interested.

The Activities Committee has met and many good ideas came out of it. It will be an ongoing process.

President'S Run info is in the Glass Sass.

Vice President's report:

Jacket Night at Best Little Roadhouse. February 16th @ 6:30

We need someone to coordinate March 16th Jacket Night. Sign up sheet is going around.

No car shows this month.

Activities Committee At the last meeting a few things were planned. This is the short list: Keizer Festival Parade, Keizer Holiday lights parade, High-school Homecoming, Cherry blossom run, High Desert Corvette show in Bend, Mt. Angel Oktoberfest, Staton Summer Fest, Halloween and Christmas Party. Next meeting Feb 17 @ 6:30. Anyone can attend.

The second weekend of the month is penciled in to coordinate an activity- it can be for a day trip or activity on either Saturday or Sunday or could be an overnight trip. It is up to the organizers. Don't want to organize it all alone?

Called to order: 6:30pm

Guests:

Christy and Brad Reed - From Newberg have a 2017 C7

Jerry Mannis -South Salem 2006 Monterey Red. Clutch wants to pop but has mastered it now. Had a 1959 before.

Denny Nixon - moved up to help mom and doesn't know anyone and thought this would be a place to meet people.

New Members:

Jason and Jennifer DiSenso-all in favor. None opposed.

Birthdays: Mollie Hendricks 2/18

Previous month's minutes:

Corrections or changes to the minutes as published in the Glass Sass? None. Approved as written.

TREASURER'S REPORT for February 2022 GENERAL MEETING:

Checking:

| | |
|-------------------|-----------|
| Beginning balance | \$4086.57 |
| Deposit | \$633.00 |
| Withdrawal | \$14.77 |
| Ending Balance | \$4704.80 |

Savings:

| | |
|-------------------|-------------|
| Beginning balance | \$10,611.49 |
| Deposit | : \$09 |
| Ending Balance | \$10,611.58 |

Minutes approved as published?

It's ok! Buddy up with someone to organize it. There is a tip sheet on our website to use as a check list and has some ideas to get you started.

Car show It was asked if we are planning a car show for 2023 and if a date was set. The answer is yes but Kelly needs to talk to Powerland. Wayne volunteered to go with Kelly to talk to Powerland. They will plan offline.

COMMITTEES REPORTS:

SACC & area events Joe: First meeting of the year. If there are errors on the event calendar let them know so it can be updated.

Cherry blossom run April 16th. Wallery's at 9am. There will be a few changes. A little more driving and only places with ample parking. Member asked-It would be nice if we could all go together but not start right at the beginning so it isn't as congested.

Summer Fest location is still pending but will probably be at Sublimity Harvest Festival. If it is there, action will be taken to keep the dust down.

Cascade High school is May 7th

Lions Fire Department August 20th

NWVCMM Representative Wayne: Museum would like articles from WVCA to put in their newsletter.

Bowling Green Update Tom: National Corvette Museum: Tornado caused some issues for them.

Web Master Kelly: New website is up. New front and back end. There is a sponsor page.

Sponsorship Committee: Need Volunteers!!!! Reach out to Kelly if you would like to help.

Member at Large update: Wayne and Janet had their 59th wedding anniversary.

Bowling Green update: None

Tech time/Corvette news:

Kelly has been thinking about doing a tech day at his shop. More to come. Kelly got the opportunity to purchase a 1974 coup. It has all kinds of new parts, the engine only had 300 miles on it but it smoked like crazy. After some trouble shooting and talking to several people to get ideas of what to do he put some Seafoam product to use for stuck rings. So he poured that down the carburetor and left bank valve covers worked it in and let it sit. After it sat a bit, the smoking stopped. It was a stuck ring. Once the brakes are fixed he'll bring it for us to see.

Old business: None

New business or good of order: None

Trivia:

What was the last year of C3 Corvettes to feature a convertible top? 1975 was the last year for a convertible option in a C3 Corvette. The option would later return in 1986.

We all know that Zora Arkus-Duntov, a GM engineer, earned the title of The Father of the Corvette, through his efforts in increasing power. Who was the designer? Designer Harley Earl was the designer of the Corvette.

50/50 Raffle: Steven & Chris won \$30 each

Adjourned 6:50pm





WINTER

By: Paul Ennor

I'm back! If you missed my article last month, it's because I didn't write anything. So far only the Glass Sass editor seems to have even noticed. I suppose that means that I write this little column monthly more for my own gratification than as something that others really wait impatiently for. I've personally had plenty of time for reflection this past two months after my knee went out for no good reason in early December. No more of that now! I don't want or need sympathy. Moving right along:



Winter in the WVCA world is and always has been the "down season". It's a time to both reflect on the past year's adventures and make plans for the coming years events. It is difficult for Corvetters in general to just sit around doing nothing for six months. In years past, WVCA had a number of winter gatherings to keep the Corvette spirit warm in the winter. Here are a few memories:

There seemed to be a lot of winter car shows from the late 1980's on into the early 21st Century. Of course, there were WVCA's legendary Mall shows at Lancaster Mall in Salem and Heritage Mall in Albany. Those were

a lot of work but it kept the membership engaged and off the streets. One-year WVCA even did a club display for the The World of wheels show at the State Fair Jackman Long building. That was fun. The club would sometimes tour up to Portland for the Portland Roadster Show. Other winter shows came and went as the years passed by but always, they offered a welcome opportunity to get out of the house and do something other than read the latest issue of Corvette Fever. In the early days of our club, we held two meetings a month. The evenings of first and third Thursdays were thus pre-booked for Corvette meetings followed by spending the remainder of the night at Magoo's, or the Oregon Museum. (Those were Salem taverns back then in case you didn't know.) Those two monthly winter meetings kept the membership engaged and offered ample opportunity to plan social events. And plan we did. The winter calendar stayed full with activities like these:

Of course, the annual Christmas party in December (when else)

Annual Christmas tree hunt (not in Corvettes)

An annual Chili cook-off in January

The annual Valentines party.

One time only, mobile hot tub party.

Progressive dinners

Tech sessions

Committee meetings, planning sessions, and work parties for the coming season

That's just a short list of some of the more formal planned winter activities that come to mind. There were lots of impromptu gatherings of our members that were never sectioned, planned or even officially announced.

Back in those days before social media we had something called a phone-tree to help spread the word when needed. I worked like this; Somebody would have a wild idea for an activity at the spur of the moment. They'd pick up the phone (land-line of course), call the 3 or 4 people on their phone tree entry and pitch an idea for a party, dinner, or a place to go because the weather looked promising and just like that a quick informal event was born. Then each of those getting a call would call the folks on their list and so on. Sometimes this worked out while other times ideas were still-born. No Facebook, no texting, no cell phones just a land-line.

Way back in the early years; many nights you could find club members just hanging out together at a local tavern after work and on until dark, swapping tall tales. As the years passed and we grew older we left the taverns. Informal winter gatherings often happened at some garage or another. I can remember just showing up unannounced at "Bad Bob's garage/shop for no other reason than just not wanting to be home watching TV. And always Bob had beer and bags of peanuts. Before long it was always more than the two of us, usually a half dozen or more. We'd sit by the big wood stove, drink a beer and eat peanuts listening to Bob tell jokes and stories until well after we should have all been in bed.



As I started questioning him to get enough information for an informed potential buyer, the picture became clearer and clearer. This gentleman had replaced just about everything on the vette, new seat covers, new carpet, new fuel tank, new engine, transmission, new paint, (although not painted by someone that understands fiberglass/plastic on these cars), new wheels and tires, calipers, rotors. He has every receipt for the past 25 years. When he told me the price, I told him SOLD, and drove right over and handed him a check, and picked it up two days later. It is now sitting in the garagemahal, waiting for some time to check it out a little further. The first photo is in his barn, the second is in ours after a little water, yep just a pressure wash. Yes that is right, we now have four corvettes, and a fifth I've been trying to sell for a friend. Welcome home to the Mistresses' little brother.

What else has been going on? During our Planning committee meeting this last month, I put 29-30 July on the Calendar as a potential date for our President's Run to Crater Lake this year. Leaving the 31st as a potential date for your return if you wanted to stay a couple nights and or do something else in the area. While an ill timed storm in the Pass last year eventually led me to cancel because of safety concerns, I wanted to try and get this very popular event on the calendar. I have reached out to Running Y for a block of rooms and a corvette parking area. More to follow in the coming months. I wanted to get the dates on everyone's calendar a little earlier this year in hopes we can take a full complement of the club south with us. *SaveTheWave*. Kelly





Mid Engine Monthly Update: 70th Anniversary 2023 Corvette Model & More *John Elegant*

We continue to piece by piece learn more about the 2023 Corvettes. First came a major leak when on the Z06 visualizer, it showed the details of the 70th Anniversary Package. Credit to Jeremy Welborn and Jay Shellabarger for unearthing this while they were simultaneously Corvette visualizer surfing “imagine dreaming” their 2023 Z06’s. The details are now on the Corvette visualizer and below in GM’s official Press Release. Here it is split into its two unique color options, White Pearl Metallic or Carbon Flash.



That immediately brought up many questions including, will it also be offered on the 2023’s Stingrays. Yes, *the 70th Design Package will be available on every 2023 Corvette.* Here is its details/information:

70th Anniversary Edition Corvettes have a unique VIN sequence and include:

EXTERIOR:

White Pearl Metallic Tri-Coat with optional Satin Matrix Gray Stripes or Carbon Flash Metallic with optional Satin Black Metallic Stripes
70th Anniversary Exterior Badging – Flags and Side 70th badge
Edge Red Brake Calipers
70th Anniversary Wheel Center Caps
Carbon Flash Wheel with Edge Red Stripe
Carbon Flash Mirror and Spoilers

INTERIOR:

White Ceramic GT2 Seats with Red Stitching; Optional Competition Sport Seats
Red Seat Belts
Suede Interior Steering Wheel
70th Anniversary logo on Seats, Steering Wheel, and Sill Plates

ACCESSORIES:

Edge Red Engine Cover: Coupe Only
Rear Bumper Protector / Trunk Cover
Custom Luggage Set with Red Stitching and 70th Anniversary Logo

All 70th Anniversary coupes are coming standard with a different, LPO Edge Red engine cover. However, if you are getting a HTC Z06 but not a 70th Anniversary model, could you then go to your Chevy parts counter and get your LT6 manifold as an LPO dealer accessory in Edge Red? Why is this being asked? Please read below for how or why this could be interesting to HTC, Z06 owners.

One last at look at some 70th Anniversary Design pictures... Of particular note is that the seats, called by GM as “Ceramic” color, are the only color available for the Package, though one can choose either the GT2 seats or the competition seats. Lastly, to compliment the standard (and only) Edge Red calipers, all coupes come standard with the Edge Red engine cover for both the LT2 and the LT6.

For more questions and lots more answers about this package: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/349158-official-gm-70th-anniversary-model>



In what could be just an initial “shot across the bow,” GM’s President Steve Carlisle in writing warned all 2,911 Chevy dealerships that selling any new vehicle “FAR in excess of MSRP” reflected poorly on GM, that selling by

any dealer to a broker violated GM franchise agreements, and third, that charging an additional deposit to secure a place on that dealer’s product specific waiting list was also not accepted. This was obviously triggered by where we have seen two horrible, ever-escalating dealer pricing practices. First, the number of dealerships selling Corvettes at MSRP has been steadily declining. Whereas when the Stingray was released less than 10% of all of dealers charged markup over MSRP; but now it could well be above 50%. Second, the amounts above MSRP have been exponentially increasing. We were aghast when a few dealers charged \$5,000 over for a Stingray the first month of its sales but now we are seeing some asking double or triple or even more than that over sticker. The situation is even worse for buying a Z06. As to the Z06’s ADM, we are seeing actual length contracts (not just the typical one page standard dealer purchase price agreements), requiring \$100,000 over MSRP, and similar to the Stingray, more and more numbers of dealers are demanding over sticker for the Z06. While such over MSRP Corvette dealers were initially infrequent in 2020 now are they as many as 2/3’s of all Z06 Corvette selling dealers demanding ADM?

For details of GM Steve Carlisle communication’s exact wording, please read the following link. But perhaps most importantly within that document was these exact words, “GM reserves the right to direct any vehicle allocation.” Lots of discussion and more details here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/347484-gm-warns-adm-dealers>



Of course that sparked endless rounds of comments and speculation, the key ones centering on “what does FAR IN EXCESS OF MSRP” mean and will GM truly start to reduce 2023 Corvette allocations to dealers in violation of this memo? Does it mean as an example that a dealer could not experience GM’s allocation-reduction-hammer coming down when they charge \$5,000 over for a 2023 Stingray and \$15,000 over for a Z06? Or would anything over 10% over MSRP be that trigger, i.e., what would be GM’s allocation reduction trigger amounts? Over and over since the Carlisle communication, we have seen comments and questions in many auto media places, is GM serious about this, i.e., will they actually reduce allocations to offending dealers?

Changing to more positive news, this past month we saw a new copy of an internal GM communication to its dealerships on 2023 Stingray and Z06 initial allocation granting and production-starting timelines. While it clearly used the words, “estimated, subject to change,” these dates are pretty consistent with the first 2023 ordering timing memo that went out in November; also they are consistent with Tadge’s statement that customer deliveries including for Z06’s would begin this summer; and finally it reinforces some other internal information pieces factors we have learned. While it has many specific and important dates within that GM dealer 2023 order/production communication (all within the link below), the two standout ones are March 31st would be when the first 2023 orders with allocations are officially going to be received and accepted by GM, and, 2023 production start is currently scheduled to start 5/9 TPW’s

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/346040-gm-says-may-9th-2023-start-of-production-also-end-of-2022-production-plans>

The three Z06 aero choices continue to be complex for they involve different sub-choices and requirements. Below is how one can visually see and distinguish what first is the standard Z06’s aero is; second, what differentiates the standard Z06 with its available “aero package” that is order-able on every standard Z06; and third, what are the aero components that are only available on the Z07’s “aero track package.” Of note, these GM aero component options are all packages; for at least for 2023, one cannot select “a la carte” — that the only choices are the complete package A, or B, or C. Adding the complexity is that the standard Z06 without selecting a single option aero or otherwise, comes with an additional customer-easily-installable with ten screws to do it, expand-

ed duckbill spoiler so getting a standard Z06 without the aero package gives you two spoiler choices, the duckbill providing 386 pounds of downforce.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/342460-z06-z07-aero-component-differences-similarities>

Registration for the April 28th-30th National Corvette Museum opened up recently. The agenda is still being worked on but as Harlan mentioned a while back, the new 2023 Stingray components/options will be presented there — and Z06's will be there for folks to sit within it. As is usual, the top members of the Corvette team will be there to make Z06 Technical presentations. Registration: <https://webservices.corvettemuseum.org/Client/Login.cfm>

A very interesting side development is going on regarding HTC's. There are now two ways, one is which already reality and the second one is undergoing refinements for a promised aftermarket production in the next two months, and that is to provide a way for an HTC owner to show off their motor at a cars and coffee, show, or at your house. First one raises the top to its upmost service position. Then there are these two options — though only the first one is current reality. First using powerful magnets, secure the heat shield while driving but when stopped to instantaneously flip up the heat shield, no tool are required (quite a change from OEM requiring removal of 18 Torx fasteners); here's more...

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-mods-planned/338021-visibile-htc-motor-mod-thanks-to-willy-chu-and-race-ready-panels>

Want a video of how this works? Epic Dream Challenge has created it for us to show it: <https://youtu.be/iFt6jERO7cE>

The second one is changing out the OEM solid black “plastic/insulation” shield with a redesigned heat shield having its own double-layer glass inset. As to the hoped for aftermarket version of a glass-insert heat shield, when and if that becomes purchasable, we would show it in final form with a picture of it.

Please remain safe, and remain safe while you smiling in your wonderful Corvette — regardless of which version, which generation you own, that is bringing you miles of Corvette driving smiles.

John

...and while we are at it, maybe this is the time and place to provide some information to new members regarding sources of help and information regarding your Corvettes.

For the older Corvettes, there is the **Corvette Forum** and the **Stingray Forum**. stingrayforums.com and MidEngineCorvetteForum.com. You will find many sources of information on these forums with the friendly members willing to help you with any problems you might have with your ride. After all, there is a huge base of Corvette Owners who have experienced just about any problem you might have with yours.

In my opinion, the Stingray Forum and the C8 mid-Engine Forum are the two best sources of information and help for any problem or question you might have. There are others to be sure, but these two are the most helpful and not snarky at all. Our ex-member John Elegant has been instrumental in the founding and operation of both of these, and has his finger on the pulse of the GM Corvette leadership, which provides members with the most accurate and current information regarding your vehicles.

He is one of the most knowledgable people in the Corvette World in my estimation, so hop on to whichever of these great sources of help that you may need and Join the forums: it is free and gives you access to getting and giving input as well.

Buzz

2022-23 Standing Committees

Carousel III Glass on the Grass Car Show for 2023

Andrea Smothers (Chair)

Budget

Andrea Smothers (chair)

Activities

Shane Massey (chair) Kelly Smothers

Social Media Committee

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Here**

