



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 45, ISSUE 3 MARCH 2022



WVCA President
Kelly Smothers

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Greetings Vettters. I can smell Spring from here.

The date was Saturday May 5th. A bit after our monthly club meeting I got the itch to get out and drive. I put out an impromptu announcement that I would be heading to PDX Cars and Coffee @ Langers in Sherwood (permanent spot now that World of Speed has closed). We had three club members show up and I would say around 15 corvettes in total. A good showing of over 300 cars I'm guessing. This is a fun event if you have never been to a car's and coffee. It's an opportunity to show up, grab a cup of your favorite joe, and walk around and look at cars and trucks and motorcycles, Exotics, foreign rides; you name it.

Brent Wilson and Kent Muhle were with me and Brent posed the task; "Your mission, if you choose to accept it, is tell me what your favorite ride is at the end of the event". Mission accepted. After looking at lots of Corvettes, Camaro's, Mustangs, a Delorean, Japanese right hand drive vehicles (pretty cool) Chevy and Ford trucks, Porsche's, Ferraris, VWs, Harley's, Toyotas, Datsuns, you name it it was represented. Back to my mission. With all that to choose from, there was a very nice '66 Vette there, but I came back several times to this 55 Chevy Restomod. It was so very well done.: Not a Corvette, but this truck was very beautifully done, and according to the license plate frame, probably bought from Barrett-Jackson. It was amazing.

We spent about three hours at Langers talking, looking, oohing and awing and off we went on a drive. Down I-5 at a respectful speed, meaning they were still passing us in the left hand lane, I'm pretty sure a Prius passed us. (ouch). We were headed to Sublimity to look at a potential piece of land for our "Glass on the Grass 55th Anniversary Bash" coming in 2023. (Yeah, I had a dream about that title). Below is a shot of Kent's, Brent's and my car at Langers in Sherwood.



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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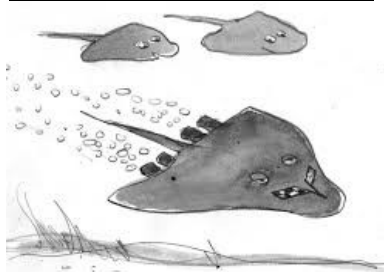
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"Cool. A Corvette stingray."

WVCA Meeting March 2022

Called to order:

6:30pm

Guests:

Christy and Brad Reed - From Newberg has 2017 C7 2nd meeting

New Members:

Birthdays:

Ken Outfleet 3/1

Della Edwards 3/2

Dave Schwerdt 3/2

John Edwards 3/3

John Hendricks 3/12

Rick Ezell 3/12

Bill Sellman 3/13

Jennifer Anderson 3/16

Stan Czerniak 3/18

Shelly Paddock 3/24

Sandra Kafka 3/29

Julie Hughes 3/31

Previous month's minutes:

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

TREASURER REPORT for March 2022 GENERAL MEETING: (Brent Andersen)

Checking:

Beginning balance \$4,704.80

Meeting Minutes

Willamette Valley Corvette Association

MARCH 3RD, 2022

Deposit

\$0.00

Withdrawal

\$24.18

Ending Balance

\$4680.62

Savings:

Beginning balance

\$10,611.58

Deposit

\$.08

Ending Balance

\$10,611.66

Motion to approve and seconded, all in favor. None opposed.

President's report:

I have name tags. Pay me after the meeting please. \$9.00 each
Pay Treasurer:

Ken & Pam Marshall I have Iron On WVCA patches for your Club Jacket, \$20.00 Pay Kelly.

Dues are due. I will be updating both the email listserv as well as sending updates to Buzz for the Club Roster tonight. We now have 65 members. 67 with Disenso, 68 with graham.

The Planning Committee met, and has updated the events calendar. This is an ongoing process. Remember at any time you want to go some place, you can always send a shout out to the club to see if someone else wants to go.

The President's Run announcement is in the Glass Sass.

Jacket night is the 16th.

Vice President's report:

16 March Jacket night is hosted by the Raafs. It will be at Walery's pizza.

16 April, \$5.00 per hand, we will have last stop at NWVC&MM -

5 May Cascade Car Show - Cascade High School

14 May Tillawheels Show and Shine Tillamook

3-4 June - Function 4 Junction, Friday night cruise and Classic Car show

July 15-16 High Desert Corvettes show is on. Registration is going on now. Only 150 entries. As of 10:00 this morning they have 46 signed up, 4 of those are me, 1 of those is Joe and Pat is anyone else signed up for the weekend event? if you are interested, let me know I'll send you the link. I'd like us as a club to support please.

<https://willamettevalleycorvettes.com/event/>

COMMITTEES REPORTS:

SACC & area events Joe:

Cherry blossom April 16th. Wallery's at 9am. (no early starts) 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.

SummerFest 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

Car Show Committee needs volunteers: Kelly, Joe, Kent (adult supervision)

NWVCMM Representative Wayne: No Report

Bowling Green Update Tom: No Report

Web Master Kelly: New website is up. There may be issues with passwords please attempt a reset, check your junk/spam folder for reset link.

Member at Large update: Nothing to report

Bowling Green update: No Report

Tech time/Corvette news:

Kelly offered some tech time on bleeding brakes on the C3. If you're interested in the process contact him. He spoke to different ways to bleed the brakes. He also talked about the portional valve system in these older cars and how they operate.

Old business: None

New business or good of order: None

Trivia:

What was the first year they had a green Corvette:
1956 Cascade Green

Out of the Corvette Production Years how many had green Corvettes: 39 offerings of Green in 34 of the 70 production years of the Corvette (1953-2022)

50/50 Raffle: Kelly and Kent won 50/50 this month, 22/22- and 45 to the club. **Adjourned**

The C8 Corvette is one of the hottest selling cars with the wait still being over a year for certain models. Even with the high demand for the Corvette, thefts are very rare; we are talking less than .1%. One of these reasons is the demand for used parts is low, but the other is the built-in security features.

Rick Conti just posted a video about how this Corvette Convenience Feature makes the new C8 easy to steal. The problem is that the first example involves leaving the car running while you leave it somewhere unattended. I am sure there are places in the USA where you can do this safely and have the car still there when you return, but sadly I am not sure where that is nowadays.

The above method is true of every car, but this is where Chevrolets' added feature comes into play. If you turn off your Corvette without the fob being present, the C8 will allow you to restart it one time with the fob still not being present. I see this as a safety feature in case your fob loses connectivity at a very inopportune time.

Let's say your fob has a low battery and you stall on railroad tracks. This feature would allow you to start the car once to get off the tracks. Or the passenger has the fob and goes into a store. You turn off the car waiting for them and are now stuck wherever you turned off the car until they return.

The simple solution to prevent your car from being stolen, lock it when you leave it. This not only turns off this feature, but it also sets the alarm.

(Corvette Blogger.com)



While in Sublimity, we three picked up a C7.. Joe and Pat Peters joined us for the next phase of the drive. The plan was to drive down to the Albany Cars and Coffee hosted by Hub City Muscle Cars and Classics and Pacific Auto Sales. The drive itself took us from Sublimity through Stayton out the Sublimity-Scio Road (lots of very nice corners, might have went over 1G in a few of those twisties, into the southside of Albany, missing all that I-5 traffic, cruising the countryside on an absolutely beautiful day. The day started out at 34 in McMinnville and was 55 by the time I got home that evening. (all seasons required). While in Albany we hooked with Beaver State Corvettes and Cascade Corvettes and we also met up with Chris and Buzz in their C8.



With 13 Corvettes in total we dominated that Cars and Coffee which is always fun. Notice I took the top down and drove a few miles home this way, it was just too beautiful out to not let the cold air freeze my... well you get the idea. I put it up a few blocks later. Ha.

Changing gears a little talk about a couple of the toys in the GarageMahal. Tech time. I spoke a little at our club meeting about some cool little tips I've learned lately. One of them is brake bleeding and the different ways to do it. Pressurized vs vacuum vs gravity. I attempted a break bleed on the Mistress a number of years ago with a vacuum bleeder and I just could not get the brake pedal 'feel' that I wanted. New rotors, new calipers, new master (bench bled) I thought I had done it all correctly, but something wasn't right. So I 'gulp' paid my favorite mechanic to get it right, nothing more important than stopping these beasts, right? Well, This time on the Red '74

coupe it had a brake problem. The rear brakes weren't working at all.

Considering this car had brand new brake pads, rotors, calipers, one would think it would be fine, but what had happen is the car had been setting so long that the right rear caliper was leaking now, and when the previous owner drove it to the shop, and the loss of brake fluid, it caused the proportional valve to shut of the rear brakes and allow only the front brakes to work. That causes the mystery of how to get that proportional valve unstuck and working correctly. The Vacuum bleeder wasn't working, just seemed to make the problem worse. Well, with the valve stuck, it makes sense to me now. In comes Corvette Forums to the rescue. I would say 95% of those that commented on a previous post from a few years ago, were talking about a Motive Brake Bleeder. A pressure bleeder. I said, heck why not, bought one, gave it a go, and had all four wheels completed in about 30 minutes. Just wow, after probably 40 hours of banging my head on this and that proportional valve.

Long but a great lesson for me. I would caveat this with the fact that I bought a Motive a number of years ago, but could not get it to work correctly, and returned it. The CF trick was to use a large C-clamp instead of the chains that come with it. Oh my gosh, the greatest tip ever. If you get stuck, look to the internet, and forums such as these, they are an absolute goldmine.

This month I'm hoping to finish the year-long process on the Mistress' new paint job, (while also trying to put on a fresh new canvas top), complete a refresh paint on the C6 crazing issue, add a couple other minor enhancements and add a new vacuum light switch to the C3 Coupe.

July 29-30 is on my Calendar as the 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. Yes, that is Friday/Saturday. 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 and they have yet to respond. 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



RANDOM THOUGHTS AND CORVETTE RAMBLING

By: Paul Ennor

The other night I was just sitting and thinking about a bunch of random stuff when I began to ask myself these

questions that I had no answer to:

- 1) Why did I buy a Corvette?
- 2) Why do I own two Corvettes? and why do I keep them rather than selling them?
- 3) Where is the “sweet spot” as far as Corvette values go right now?

The answer to question #1 is; I fell in love with the styling of the '73 Corvette and I bought one. The answer to Questions #2 were not quite so simple. Perhaps I've developed a Corvette habit or maybe I'm too lazy to go through the process of selling them. Or, probably I've become emotionally attached and can't bear the thought of parting with them.

Finally, I got to question #3. Where's the “sweet spot” in Corvette values in 2022. We've all heard that car prices in general have shot through the roof this year. So, I began searching the internet for Corvette values looking for that sweet spot. I'm going to look mainly at used Corvette values because new C8's are easy to price out. I'll also assume that if you are a potential buyer you fall into one of two categories: 1. You know exactly what you want and won't settle for any substitutes. Let's face it, if you have your heart set on a blue '67 big block roadster it won't matter to you that a gold '84 is cheaper, would it? Nope! Not at all. So, let's assume that you just want a Corvette, any Corvette, so you can belong to a club. Here's what I found. According to Cargurus as of this month the sweet spot or lowest prices are for 1984 to 1989 with the 84's averaging around 10K at the low end and 88's for some reason the most expensive of the lot averaging 17K. Overall the C4 years seem to be the low cost price point for buyers. Of course, you have to shop with care because the C4's are three decades old now so finding a good example will be lots of work.

So, let's back up one generation to the C3 Corvettes. What's the story with the 68-82 values? These Vettes are seeing fast appreciation with values shooting up fast 20-30% year-over-year. Of course, roadsters, big blocks and high option examples bring

the highest prices. The lowest prices seem to be in the 1977 to 1981 models with average prices in the 20K area common. Again, high option Vettes, unusual models like pace cars, roadsters, big block cars and well cared for numbers-matching Vettes fetch the highest dollars.

Let's bounce back to newer stuff, the C5 era: These Vettes seem to be a real “sweet spot” for buyers looking to get a daily driver. Prices seem to be holding in the 17K to 24K area with the newest models naturally commanding the highest prices. I still look at the C5 era as “newer”, but actually some are 25-years old now, so careful shopping is required. C5 prices are escalating year-over-year between 10-25% although the C5's are a real sweet spot right now, that spot is moving up fast. C6 models are still holding value very well. Year-over-year values for C6's aren't moving up as fast as the C5's with good C6 copies running in the high \$30-low \$40K area. C7's seem to be price stagnant at this time. They are still so new they should be losing value to depreciation fast but because of the current used car market they seem to be holding on to much of their MSRP at this point in time.

And lastly, I'll move on into the stratosphere of Corvette values. This is the area where cost is no option. Chevrolet talks about the cost of the C8 Corvette at around \$90K as being a bargain. Not for me, but apparently for some other folks it is. But there are more expensive options out there for those with money to burn. In the “I wish I'd have bought one of those when I was young category” we find:

- 67 Corvette Cargurus average price of \$113,980 and going up at 15% year-over-date
- Followed closely by 63 Corvette at \$102,642 but only climbing at 5.51%
- And the 64 Corvette at \$110,447 escalating at 32% year-over-date

Too bad but, Cargurus didn't bother to list any C1 Corvette values. Looking for a C1? Your mileage may vary.

Thanks for reading my little rambling this month. Did I make you want to buy a Corvette or maybe sell one you have sitting in a shop somewhere?





Mid Engine Monthly Update: Stingray, E-Ray and Z06 News

John Elegant

The C8 Stingray continues to rock! The Stingray continues to win more and more accolades both in terms of awards and automedia reviews. Here's this recent "positive," the 10,000 mile review from Car and Driver. Among its other compliments, they talk about how it is winning praise from its staff as a road trip car: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/354055-10-000-mile-c-d-stingray-review>

Look however at what's coming... Could the E-Ray be faster than the Z06 to 60 MPH and have not just AWD but more power than the Z06? How about up to 700 HP, couple it with far better fuel economy, and costing less than the Z06? Thanks to Muscle Cars and Trucks, we have more on this. While the numbers are believed by some to be a touch optimistic, lots of details on it here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/356386-up-to-700-hp-maybe-2-0-seconds-for-e-ray-but-not-tremec-dct-patent-application>



Average C8 new vehicle prices increases unfortunately grow more as additional dealers are adding in "market value" to their sales; and as bad or worse, other dealerships are starting to unethically break verbal "MSRP contracts" with customers that pre-ordered their customer C8 at an agreed on price. That is truly disgusting! Separately but relatedly, used C8 prices are also still super strong in spite of now for two years some folks talking about "wait until around the corner," their saying used C8 prices are going to fall. While it is true that used C8 Stingrays are *now selling 4% below*

their all time highs, C8 Stingray owners are still reaping PROFITS on selling even their two year ones in great condition that have up to 10,000 miles on them. But the doom and bloomers are saying, LOL, "wait until a few more months and they will drop below what you paid for it." Sure that happened on one sale of a used 2020 that sold with over 30,000 miles on it. But what such negative-Nellie predictors are failing to take into account is that starting when the Z06's come down the line, instead of there being an average of 25,000 new SR's produced yearly, the 2023 Z06's are going to take up about 1/3 of those BGA assembly line spaces, i.e., we will see a significant SR total 2023 model year production reduction to around only 16,000 units. With the number of those still in line at dealers without getting their allocation remains above 25,000 Stingrays (some estimate over 30,000 units), compounded as two top dealers top me literally this past week, "for every month that I get good allocations C8's, I continue to be getting even more calls from brand new customers asking to be put on my Stingray list — so meeting Stingray customer demand now even before the Z06's reduces the amount of Stingrays annually produced, my net Stingray customer lists keep growing longer and longer." Catch this: The # 1 Corvette dealer Ciocca (used to be Kerbeck), is no longer saying to such brand new Stingray customers "I can get you yours in about 12 months," but about two months ago started saying to them "it will be a 18 month wait until I can get you your Stingray." So enough IMO with the nonsense about "falling prices and shorter waits to get your C8 are just around the corner."

And compounding all this for the negative “just you wait predictors,” starting in about 16 months the BGA assembly line be losing even more Stingray production slots for with the beginning of the 2024 model year, the 2024 Stingray would then also share the assembly line with the many mega-thousands of E-Rays also there being made within BGA.

While I have lots of admiration for the E-Ray and have a couple of close friends who were getting a Z06 but now have decided to wait for the E-Ray, I am not skipping the Z06. **It is the most VISCERAL Corvette ever since the famous L88's Corvettes of 1967-1969.** I cannot wait to get ours this summer. However, there are going to be even more Corvette C8 choices in the future for we just heard a short interview with GM's President Mark Reuss in which he affirmed that new, future model C8's will have more power and better traction. Was Mark describing the E-Ray, the ZR1 and/or ZORA? Here it for yourself in this short video interview.: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/356249-gm-president-on-z06%E2%80%A6-he-doesn%E2%80%99t-say-a-lot-but-he-says-more-than-enough>

Kicking off at Ciocca on February 18th was/is the national Z06 dealership display tour. Rumored to be happening at a total of 125 dealers, here's a picture of that 1st Ciocca stop, comments about it, and after that link is a list of all currently-known subsequent stops (after the second stop at MacMulkin). Lots of great pictures of most of its wheel options, caliper colors, carbon fiber ones, the 14, 2023 colors and more here:



*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/355675-ciocca-z06-tour-pictures-video#post356221>
*<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/336602-z06-dealer-display-tour>

However equally massive recent news was a GM invite-only, 3 1/2 hour seminar on just the Z06's LT6 motor. I was fortunate to be part of that and below are literally over 150 GM and my pictures of what it shared. First please, my favorite “factoids” that were shared:

Scheduled LT6 maintenance is the same as other recent Corvette motors, e.g., change your oil and filter, and then check your spark plugs first time at 100,000 miles. And nothing more need be done

other than your air filter changes

When the LT6 is running at 8,600 RPM, it only uses/needs 0.4 quarts of its 5w-50 Mobil 1 oil within it (the remaining 7.6 quarts are inside the oil tank); From 3,300 RPM through its 8,600 RPM redline, its torque curve should be renamed a “Torque Straight” for as shown below for it never goes below 420 TQ. Better than 2 HP per cubic inch.

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/355148-gm%E2%80%99s-lt6-engine-deep-dive-seminar>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/355442-gm%E2%80%99s-lt6-deep-dive-93-powerpoint-slides>

*<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/355953-lt6-interior-component-pictures>

GM just released the break-in maximum RPM recommended for the Z06's motor. It is 6,600 RPM. As my friend just commented, “its break in RPM is higher than my LT2's at redline.” It will sound nicely loud even during its 500 mile break in. At GM's recent LT6 seminar, several of its engineers stressed however that “you are not just breaking in the motor but as importantly your gears, bearings, and differential, so we strongly advise no track usage of the Z06 until, just like the Stingray, you have put 1,500 miles on it.”

Here's to many more miles of Corvette driving smiles for you! John



C5 Corner

It's been awhile since I've contributed to the Glass Sass, and there are many new members who haven't been exposed to my occasionally incoherent ramblings, so it seems time to fire up a new series of articles. Although I've called it C5 Corner, many things I'll discuss may help with your C6, and the approach I've taken will translate to all generations. This month will be a kind of overview/history lesson, and in subsequent months I'll attack more specific items. If you own a C5 I hope the fixes, updates and mistakes I've made over the years will save you time, money and frustration. Here goes....

I've owned my 99 Z51 M6 Coupe named "The Amishvette" for 13 years and have put over 120k on him (yes, he identifies as male). Currently sitting at 182k I've broken, bent, blown up or otherwise messed with almost every piece on it. It's my daily driver and sees every kind of weather including snow and ice (not on purpose, a snow vehicle it's not), but it's also my toy and as such has spent a good deal of time on the track. I primarily autocross, but I've been on a full racetrack and have spent a few nights blasting down the ¼ mile (although I'm not optimized for the strip). My goal with the car has been to have a comfortable (my comfort level may not be the same as yours), reliable vehicle that is quick enough to make me giggle, corner so hard loose items inside become projectiles, and stop quickly enough to detach your retinas.

Why a C5? Couldn't I get the same results with a stock C7 Grand sport? Sure, but I really like the looks of the C5, and The AmishVette now has a raw immediate feel that I've not run across in any C6 or 7. Besides, the C5 has more interior room than any other generation, and with the smooth lines and lack of all the bumps, bulges, creases and other Aero stuff that came with the later generations it's quick and easy to wash and polish. I'll bet I can polish my simple little C5 twice before Stan gets all his little splitter, spoiler, vent and diffuser bits done. By the way, he told me if I thought the C7 was bad, his C8 is even worse.

In stock form, a Z51 M6 C5 is an amazingly capable car, and most drivers will never find the limits. The FRC's are even lighter and stiffer, and the Z06 (still an FRC) added 50ish HP and some other tricks. I love the look of the coupe though, and really love the detachable clear top which opens the car up without even taking it off. With a few upgrades however, it's easy to make it run with anything out there. You can reproduce mine, buying a low mile C5 and adding some parts for under 25k and keep up with C7 Grand sports in a straight line while beating them in the twisties. For another 7k you can blow away a C7 Z06 in a straight line as well. More about that later.....

So stay tuned, as I next month I delve into some of the common C5 problem areas and how to fix them before you start to add power and performance.

Till next time, "When in doubt, throttle out", 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.

HISTORY of THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Pioneering efforts to market car radios didn't last long. Chevrolet offered a factory-installed Westinghouse radio for 1922, as a \$200 option (about \$3,075 in today's dollars). Philco introduced a mass-produced car radio, the Transitone, as an option for 1927 Chevrolet sedans.

Early radios had demanded constant, precise adjustment of three tuning knobs. Vehicle vibrations could send the carefully set tuning into chaos. Automobile ignition systems often produced dreadful static.

Superheterodyne tuning, a vital tech breakthrough, was becoming standard by the late 1920s. Superhet radios featured single-knob tuning, along with improved sound and stability.

Just as the Great Depression was getting underway, in 1930, brothers Paul and Joseph Galvin developed the first commercially successful automobile radio. They named it the "Motorola." At \$130 (equivalent to about \$2,000 today), it was shockingly expensive. After all, a 1930 Ford Model A coupe or sedan cost around \$495 to start.

Paul Galvin came up with the Motorola name, blending "motor" and "Victrola" (a brand name used to designate early phonographs). Because of its aural appeal, a number of new products got names ending in "-ola," including the Crayola crayons used by kids for drawing.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 pa-

tents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

(Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!!

<https://www.carinsurancecalculatoronline.com/car-radio-history/>

The first broadcast receiver and radio were introduced in the early 1900s. The typical radio included a radio box, a speaker box, and a few batteries, along with a wire antenna. This portable radio was exactly what you would find used as a car radio at the time. Portable battery-powered radios were adapted for car installation.

A perfect early example is the car radio adapted and installed by George Frost, President of the Lane High School Radio Clubs in Chicago. In 1922, Frost installed a portable battery-powered radio in his Ford Model T. In the same time frame, cities throughout the US experimented with the use of car radio receivers for police patrol cars to improve communication and response time.

Other experts believe that the first mass-produced car radio was the Transitone in 1927. It was then that the idea for a car radio spread like wildfire. Variations of the early car radio were produced in the years to follow—like the Automotive 3002 manufactured by Delco Radio Corp. in 1929, along with the in-car radio manufactured in the 1929 GM Cadillac LaSalle.

And all of this preceded the tapes, discs and flash drives we all use today, but back in those days, it must have been a big deal to have music in your car; that is if anyone was broadcasting the music in a format the radio could interpret.

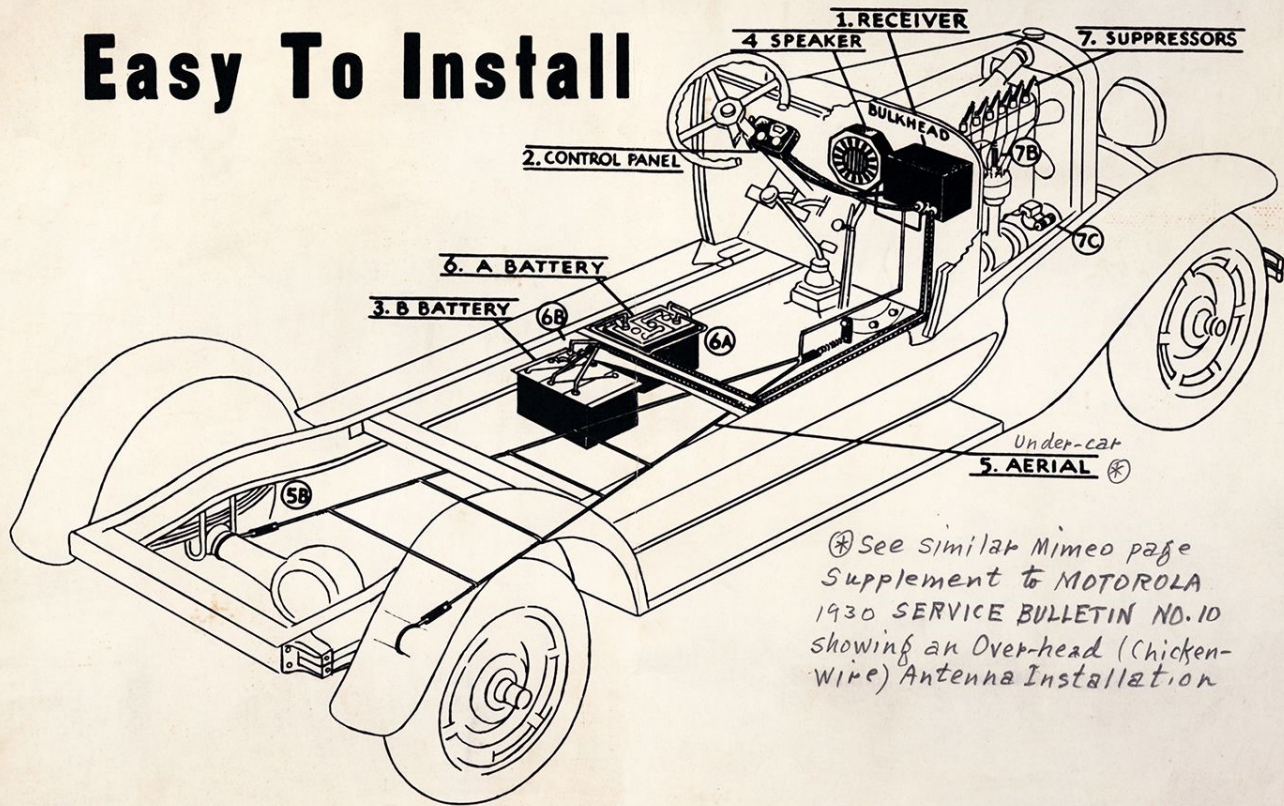
The next time you test drive a new car, pay special attention to the car audio system. You can still enjoy the beloved car radio on an afternoon drive. You can also take advantage of a long list of sound system features with high-tech functions to improve driver comfort and control: solar powered stereo, voice-activated stereo, smartphone-integrated dashboards and even AccoustiVision technology that turns any fixed glass surface in a vehicle into a loudspeaker.

MOTOROLA

1930*

Installation For All Cars

Easy To Install



* See similar Mimeo page Supplement to MOTOROLA 1930 SERVICE BULLETIN NO. 10 showing an Over-head (Chicken-wire) Antenna Installation

The New 1932 Improved-

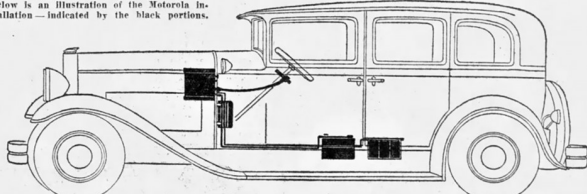
MOTOROLA

AUTO RADIO

The pleasing tone and ease of operation of Motorola in your car will give you motoring pleasures you have never before enjoyed.

IS HERE!

Below is an illustration of the Motorola installation—indicated by the black portions.



EASY TO INSTALL
on Any Car

RIGHT AT YOUR FINGER TIPS

Does Not Mar Your Car!
Can Be Removed Easily

MOTOROLA DELUXE

With Tubes, Less Installation and Accessories.

\$69⁵⁰

Control panel is mounted on the steering post just below the wheel, making Motorola the safest auto radio ever devised.

Ask about the convenient terms!

MOTOROLA STANDARD

With Tubes, Less Installation and Accessories.

\$49⁵⁰

RIDE with RADIO



WITH Motor Majestic, take your favorite features, play-by-play reports of football games, or music with you wherever you go. It is a husky-seven-tube set, reproducing through a full dynamic speaker.

It is quickly and easily installed without marring the car. Ask your dealer for

\$101.50

Installed. Aerial, if needed, is extra. Motor Majestic has automatic volume control. Hear it today!

MOTOR Majestic

AUTO RADIO

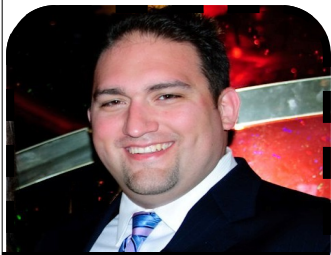
Other Majestic Radios, \$46.50 to \$304

THOMPSON & HOLMES, Ltd.

Wholesale Distributor

171 Bluxome Street, San Francisco

291 Fourth Street, Oakland



Shane Mashev, V.P.

WVCA: Monthly Cruise/Activity (May-Oct)

How To organize a cruise or event

WVCA has scheduled one member organized cruise/activity per month from May thru Oct. The scheduled cruise happens on the 2nd weekend of the month.

The schedule has both Saturday and Sunday penciled in. So that the member organizing the event can pick a Saturday, Sunday, or an overnight trip. This allows you to do or experience anything you want with the club.

What does organizing the cruise/activity entail?

It's a lot like jacket night but possibly on a bigger scale. You don't even have to know exactly what you want to do when you sign up. I would suggest that if you want to organize an overnight trip or an activity that requires pre-payment, to at least notify the vice president 3 months in advance. This will give more time for club members to sign up, pay, and those that need to get reservations time to do so.

you don't have to do this on your own you may also see if other members would like to help coordinate.

Here are some easy steps to help plan.

- ◆ Sign up to organize a cruise or activity.
- ◆ Pick a month.
- ◆ Decide what you want to do.
- ◆ Determine the route.
- ◆ Determine start time
- ◆ Plan the route. (Some members pre drive the route, to make sure the roads are good. Not a requirement.)
- ◆ Try to stay away from gravel roads (corvette owner hate gravel)
- ◆ Plan bathroom breaks.
- ◆ Plan an itinerary
- ◆ Make reservations to restaurants, hotels and or activities
- ◆ Start with a reservation of around 30-40 (that is our average attendance)
- ◆ The route will help determine the appropriate time.

If you are planning an event where the tickets need to be purchased in advance, have members pay in advance and purchase the tickets, Or Let those that have signed up know what and where to purchase the required tickets before the cruise or activity.

If you're planning an overnight cruise, you can usually reserve a block of rooms, that WVCA members can call and get reservation from. Some hotels will provide a discount. They usually have an amount of time the block rooms are available to reserve.

As organizer you may have to call and release the unreserved rooms, or you may have to pay for them. notify the vice president of the club, with the itinerary and specifics including signup cutoff date. The club will do the following.

- ◆ Update the events calendar.
- ◆ Create a Facebook event.

People may signup on Facebook by saying they are going. They may not have signed the sheet at the meeting. As organizer you will need to check the Facebook event also for participants.

1. Create and pass out the signup sheet at the Monthly meetings.
2. The filled-out signup sheet will be given to the organizer at the signup cut off.
3. Create and send at least two emails to the club. One to let everyone know about the event, with all the required information. Second email with the info as a reminder (usually one week before the event or signup cutoff date).

4. Members may respond to the emails letting you know they want to go. Or that they can't make it.
5. Confirm your reservations, notify them of the final count, a few days to a week before the event.
6. Create an Itinerary & map and make it available for each car. This will help all cars make it to the destination if we get split up.
7. On the day of the cruise, you will lead the group in the day's activities including the drive.
8. Have fun with your fellow WVCA members.

Suggested Cruises or activities. (Small list of possibilities)

Oregon Natural Wonders

- ◆ Caves
- ◆ Waterfalls
- ◆ Painted Hills
- ◆ Coast
- ◆ Mountains
- ◆ Oregon History:
- ◆ Covered Bridges
- ◆ Ghost Towns
- ◆ Museums
- ◆ Light houses
- ◆ Activities:
- ◆ Train Rides
- ◆ Boat Rides
- ◆ Camping (may not involve your Corvette unless your Kent)
- ◆ Destination Food:
- ◆ Cowboy dinner Tree
- ◆ Food festivals
- ◆ Destination restaurants
- ◆ Brunch

Driving Experiences:

Trackday : Woodburn dragstrip

Best roads of Oregon: Pleasant morning, afternoon, or day drive.

Learning: Maybe show the club how you detail your car for show

General Maintenance

Car Museums

The monthly cruise/activity is what you make of it. Hopefully this quick guide makes it easier for members to organize activities they and the rest of the club will enjoy and talk about for years to come.

If you have any questions let any board member know they would gladly help.

FOR SALE: Contact him if you want It. (danmotley@yahoo.com)

New and Used engine parts -

- ◆ Used AIR crossover tube and fittings for C5 Corvettes - \$15 + freight
- ◆ New Knock Sensor Extension harness (allows LS1 sensors on LS3 engines in C5 Corvettes), Racetronix brand - \$20 + freight
- ◆ New GM knock sensors (2) for LS3 - \$5 each + freight
- ◆ Used LS1, LS2, LS3, LS6 windage tray (bolts to block); undamaged - \$10 + freight
- ◆ Used oil pickup tube for "batwing" (C5 Corvette) oil pan (getting rarer by the day!) - \$20 + freight
- ◆ New E40 ECM Adaptors for Corvette, Holden, SSR, GTO, etc., Lingenfelter Brand - \$20 + freight
- ◆ Other new and used LS engine parts not listed here - inquire with needs.

Also have NEW, still in the box, C5 bra from GM (P/N19202113). Black, never installed. \$75

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

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

**Place
Stamp
Here**

