

Cascade Corvette Club
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Vette Gazette

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September 2020

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Gerry Swartz

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& Vic Wolfe

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Connie Swartz

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Jeff Albright

Vic & Suzi Blomquist

Ken Dilger

Matt & Cheryl Horowitz

Dick Mart

Jim Tatum

Newsletter

Jim & Nancy
Garboden
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Pres Notes:

While it has not been the summer we expected, we have managed to have some fun.

The August general meeting was held in a park like setting at the home of David & Christine Kopachik in Cottage Grove. It was absolutely great and we owe a BIG thank you to David & Christine for all the work they did to host and feed us!

Some members also attended a concert at Bennett Winery with Vic Wolfe and his band "Hwy 5". Another great evening with good friends, music and wine. Vic's band has never sounded so good! Keep on playing Vic!

We do have a few upcoming events for September that I hope you will be able to attend. First we have the Pre-Columbian tour. Even though the Corvette's on the Columbia car show has been cancelled, Jim & Nancy are still putting on the Pre-tour around eastern Oregon. Contact Garboden's for more information.

Second, we are planning a two day trip to the northern Oregon coast suggested by Vic & Suzi Blomquist, with a return thru the back roads of Banks and Vernonia. (Great winding Corvette roads) with a stop at a winery in Newberg that has been arranged by Ken Dilger. Watch for a separate email in the next week setting out the tentative plans.

The Valley River Corvette show is still up in the air. The mall would really like us to put on the show, but we will consult with our own Dr. Bob to get his recommendations on the pandemic and if it has improved any.

I also want to thank Gail Tatum for making over 30 Corvette masks for our club. We sold them for \$5.00 each which will help cover the cost of supplies and add some money to the club bank account. If you talk really nice to her, she might have enough material to make a few more!

Summer is not over for another month—so continue to drive these great cars that we have.

And remember, we will be holding nominations for next year's officers starting in October. Think about running for an office or board position. And of course we will have our year end banquet in December!

Your Pres,

Gerry Swartz



August - the “dog-days” of summer. Blue skies and hot temperatures. Multiple Corvette events to attend....

But not in 2020. If 2020 were a toy, it would be a hula hoop of barbed wire. If 2020 were a scented candle, it would be a row of potta-potties on fire. If 2020 were a drink, it would be colonoscopy prep.

But we continue to remain positive and move ahead. Cascade Corvette Club continues to safely drive our cars when we can, safely meet in outdoor settings and safely socialize with our friends. Although nearly every local and regional Corvette event has been canceled this year, we were able to come together three times in August.

2020



Very bad, would not recommend.

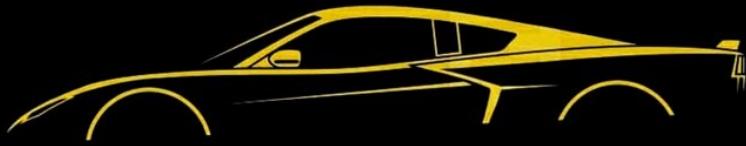
August 4-5: Several cars from Cascade Corvette Club toured to the Oregon Gardens and Silver Falls State Park.



August 14: Using every safety protocol available to us, we held our August General Meeting outdoors at the home of David & Christine in Cottage Grove. Christine had prepared 39 pounds of brisket, about a million ears of corn, 2 huge pots of baked beans and numerous watermelons. No-one left hungry!!

August 21: Four couples drove our Corvettes to Bennett’s Winery near Cheshire to listen to Vic’s band, Highway 5, play their blend of rock-n-roll and country.





Misc. Notes

I have good news and I have bad news.

First the good news: driving your Corvette has not been abolished. Sharing activities with close friends has not been cancelled. Protect your health, but stay active. As an example - Nancy & I drove 250 miles yesterday to have lunch at an In-N-Out Burger and deliver a bottle of wine to So. Oregon friends.

Now the bad news: the 2020 Veteran's Day parade in Albany has been cancelled for the first time since...forever. Maybe we can do another "DIY" parade like we did for July 4th?

More good news: the ODOT Regional Manager assures us that all chip seal operations will be done and roads will be clear by the time we arrive on the newly re-named "Consolation Tour 2020". So our original route is back!

More bad news: all spots available for the "Consolation Tour 2020" have been filled.

Good news #3: one of our members suggested a two-day tour of the Northern Oregon Coast at the end of September. Plans will be announced at the September meeting.

The absolute LAST bad news: hope & pray that Oregon can get this virus under control and we don't need to cancel any more activities.

Today's totally useless knowledge: Webster's New World Dictionary states that the past tense of cancel can be spelled with either one or two l's - canceled or cancelled, either is correct.

Sandi Donnelly recently had rotator cuff surgery, but that hasn't stopped her from "talking with her hands"! She is doing AMAZINGLY well.

Glenn Syron is recovering from E.coli infection at RiverBend and may be home by time you read this.

Vic Wolfe is scheduled for surgery September 1.

Stan Stiles is scheduled for surgery September 9.

Oregon Chapter of Paralyzed Veteran's of America has announced a car show September 19 in Salem. A great cause to support if anyone is interested in attending. Registration fee is only \$15. We will keep an eye on this and report any changes. Online registration at oregonpva.org

To read John Elegant's Mid-Engine Monthly Update, click [MEMU 29](#)

I feel like my
greatest
accomplishment
today has been
not saying what
I'm thinking
out loud.



Happy Birthday!

Sept. 12 - Connie Swartz

Sept. 21 - Robert Edmiston

Sept. 28 - Wanda Hinde

Sept. 29 - Bob Bailey

Club Clothing

We have two options for embroidered club clothing & hats.

Fiddler's Green Golf Center
Embroidery Dept.
can order anything you like
and will embroider our club logo
for a small fee.

Or you may take in any
garment, regardless where it was
purchased and they will embroider
the club logo for you.



Celebrating Corvette Racing

The all new Corvette C8R has now won four in a row of the five races so far in the GTLM class. The Pratt & Miller Corvettes are proving to be everything GM promised they would be on the track. So much so, that the competition in GTLM is giving up. Walking away. Porsche announced last year that this would be their last year competing in GTLM. After two years the Penske Ford GT is gone from class. And BMW recently announced that they will be *evaluating* their racing program's future. Is Corvette so dominant that they put themselves out of a job?



Garage of the Month:



(or maybe the year!)



Coming Events

Sept. 14 - 18
“Consolation Tour”

September 19
OPVA Car Show
Salem

<https://oregonpva.org/car-show/>

(Cancelled)
Sept. 18 - 20
“Corvettes on the Columbia”
Pasco, WA

(Rescheduled)
October 9 - 11
Valley River Center Corvette Show

(Rescheduled)
Oct. 31 - Nov. 1
Weathertech Sports Car Series
Laguna Seca
Monterey, CA

December 11
CCC Annual Meeting / Christmas Party
Willie’s Lebanese & NW Cuisine

The Sept. 14 - 18 tour has been renamed the “Consolation Tour”.

Formerly known as the “Pre-Columbian” tour, it needed a refresh because Corvettes on the Columbia was cancelled. It can’t be Pre-Columbian if there is no Columbia, right?

So this is your consolation prize.

We have blown by Plans A, B, C & D and must be up to K or L by now.

Nancy spoke with the ODOT Region 5 Project Manager in charge of the Northeast Region and he assured her that all the chipseal would be done by Aug. 31 and 14 days later would not be a problem. So, we are back to our original route.

An updated itinerary has been sent to those who have advised they are participants.



OR82 near Minam
2016

Cascade Corvette Club
Is Sponsored By
Kendall Chevrolet
846 Goodpasture Island Rd.
Eugene, Oregon

Car Stuff



Congratulations to Bill & Nancy Shrieber!
They “re-purchased” their 2000 Convertible !!

Because they were able to reclaim their all-time favorite Corvette
(they found this car the day they were married),
they have decided to sell the 2014 also shown here.

FOR SALE
2014 Corvette Stingray Convertible
Arctic White with Gray interior,
14,920 miles
2LT, auto, HUD, heated & cooled seats.
Indoor cover and GM battery tender included.
\$42,500 OBO
Call Bill at 541-515-6144

All Cascade Corvette Club members receive 20% off parts and 12% off labor at Kendall Chevrolet, your source for everything Corvette.* And be sure to see our entire new and used inventory online at: kendallautooregon.com.

*Not to be combined with any other offer. Discounts only available at Kendall Chevrolet. See dealer for details.

FIND NEW ROADS 

KENDALL
CHEVROLET | CADILLAC

First Impressions of My New C8 Corvette

On Tuesday morning, August 11, 2020, I received a call from Capitol Chevrolet informing me that the C8 I had ordered in August 2019 had arrived. As soon as we could, Shannon and I jumped in my truck and headed to Salem to see our new "glass wonder".

When we got to the dealer, we were led to where our C8 was parked, and there greeting us, still wrapped in its white shipping cover, was our 2020 Stingray! Even with the full cover, I thought the car was beautiful at first sight, from all angles, in an exotic kind of way!

After taking a few photos, I unzipped the cover enough to get into the driver's door and enter our new car for the first time. I have had two C7's since 2014 and still own a 2016 ZO6 that I love dearly. But, although I am in fairly good shape and am still fairly limber (for an OLD MAN), I have always rubbed the side of the driver's seat with my back when entering and exiting the car. Getting into and out of the C8 for the first time was noticeably easier than either of my C7's! I have done this maneuver several more times and it really is easier to get in and out of! As a bonus, the front seat of the C8 seems to have more side and head room than the C7. In fact, when I drove the car home on Wednesday, I had on a cowboy hat and was able to do this with some head clearance. Something that would have been more difficult in a C7.

Before I was to take possession of my new car at Capitol Chevrolet, a representative gave me a briefing about the various features of the C8, including how to control temperature, control & program the front lift feature and a bunch of other stuff, most of which I have already forgotten and will have to relearn! But the coolest feature he showed me was the televised wide-angle rear-view mirror feature, that gives you an incredible view of what is behind your car, including the blind-spots. This feature is tremendously helpful and makes driving significantly safer. Without this feature engaged, your rear-view and side vision is extremely limited. It didn't take long to appreciate the value of this option.

The next thing I noticed, besides how beautiful the interior is, was how much less I could see of the front of the car compared with the C7. Being mid-engine, the C8 has a much shorter front than the C7. From the cockpit this is very noticeable and took some getting used to. Still present, although shorter, were the raised front fenders above the wheels. I have always loved this feature, shared by Corvettes of several generations and I am glad to note that this styling is still retained.

Finally, it was time to start the car and begin the drive from Salem to Eugene. At last, I got to do what I had been dying to do for a very long time - I started the engine! My first impression was that the exhaust sound was not as aggressive as I had hoped for. But then I realized that the exhaust could be dialed in to be more aggressive after the first 500-mile break-in period had passed.

Since the car was a courtesy delivery from Criswell Chevrolet in Maryland, the gas tank was near empty when I took possession, so I drove to the nearest gas station to fill up. When I arrived at the gas station, my new C8 immediately drew a BUNCH of attention from the 3 attendants! They literally surrounded the car with many questions and words of admiration.

Finally I got on I-5 and began the 70 mile drive from Salem to Eugene. My initial impressions were that the car feels extremely rigid/tight, but also extremely comfortable and smooth. The dual clutch transmission is smooth, very quick and crisp. I could hear every shift, but really could not feel much if any progression through the gears, up or down.

The car is very responsive and feels very “planted”, with great traction. Although I did not need to negotiate any sharp curves, the ones I did go through were met with a very planted fashion with no sway or body roll.

The short drive to Eugene was extremely fun and met with apparent admiration and curiosity from other motorists as evidenced by several waves and thumbs up!

Our new C8 is now at Body Guard receiving a full front Xpel paint-protection film, followed by Xpel Fusion ceramic coating. When these protective measures are completed, I plan on spending many fun miles enjoying GM's latest version of the GLASS TREASURES we all love!

Stan Czerniak



The Future of Corvette Racing?

The [Corvette C8.R](#) is carrying [Corvette](#) Racing to one of its strongest seasons ever in 2020. The new mid-engine racer has taken four wins in five races in the IMSA WeatherTech Championship's GTLM class and has received an abundance of praise from the team's experienced roster of drivers – but the future of the sports car program is currently being called into question.

There's no denying that a big part of the reason the Corvette C8.R has been doing so well this year is due to the lack of competition in the GTLM field. With the two Chip Ganassi Racing-prepared Ford GTs now gone from the series, only Corvette, Porsche and BMW are left in GTLM. Porsche has already confirmed it will be pulling out of IMSA at the end of this season and BMW is believed to be reevaluating its sports car racing efforts, too, which would leave only the two Corvettes in the class for 2021 and effectively spell the end of the GTE/GTLM format in North America.

One potential solution would be to create a new class within IMSA that would see pro drivers like Corvette Racing's Jordan Taylor and Antonio Garcia compete in the slightly slower GT3 machinery that currently makes up the series' GT Daytona class. The problem with this plan, though, is that the Corvette C8.R was designed as a faster GTLM/GTE car and pegging it back to adhere to the vastly different GT3 rules would be a big challenge, Corvette Racing manager Ben Johnson told [SportsCar365](#) in an interview this week.

"As far as changing it, it's a relatively large task to make sure you're changing the car, if we were to do that, to the GT3 rulebook," Johnson said. "It's not something simple that can be done in a relatively short amount of time."

"To change a car from GTE to GT3 is not as simple as changing homologation stickers, unfortunately," Johnson added. "There's quite a bit of work to make sure you're meeting all of the technical regulations for the GT3 platform."

That doesn't mean [General Motors](#) and Corvette Racing don't want to make it work, though. The automaker is happy with the marketing and branding returns it has seen with its factory-back racing efforts and wants to keep racing the [Corvette C8](#) on the global stage, but some very major discussions with regard to converging the GTE/GT3 classes in IMSA competition and in the global FIA WEC series will likely have to happen if it wishes to keep doing so.

"The future of GT racing is obviously critical to Corvette. We're committed to it and find a lot of value in professional-level GT racing [being] part of the Corvette product," Johnson said. "We'll continue to work with IMSA, the ACO and FIA to build the future of GT racing."



BREAKING NEWS

The [2020 Corvette](#) uses [General Motors](#) 'new [Global B electric architecture](#), which enables over-the-air software updates, among a smattering of other advantages.

Thanks to Global B, 2020 [Corvette](#) owners will not be required to bring their vehicle into the dealership to fix the now widely publicized [front trunk issue](#). As we reported previously, GM [believes it has fixed the problem](#) with solely an over-the-air software update.



As Corvette chief engineer Tadge Juechter explains in the informative video embedded below, some 2020 Corvette owners were accidentally hitting the front trunk pop on their key fob and unlocking the hood before setting off on their journey. With the vehicle's speed [limited to 82 mph with the front trunk open](#), some owners reached a high enough speed to cause the panel to [open violently and in some cases damage the hinges](#) and front fenders and scratch the paint.

The front trunk pop button on the key fob previously required the user to hit the button twice in succession quickly to pop the hood. GM believes some owners were doing this by accident while the key was in their pocket or purse, or while they were fidgeting with it in their hands. The remedy this, the over-the-air-update will require the user to hit the button once quickly and then a second time for a longer duration to pop the hood. This will hopefully prevent owners from setting off with the hood unlatched.



September 2020

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Garboden
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Consolation Tour 2020

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*OPVA
Car Show*



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