

## Newsletter June 2019

### Elected Officers

**President:** Ron Howard  
**Vice-President:** David Allen  
**Secretary:** Paul Mitchell  
**Treasurer:** Carol Misner  
**Sergeant-at-Arms:** Patrick Smith  
**Membership:** Robin Miranda  
**Past President (2018):** Ron Howard

### Appointed Positions

**Sunshine:** Sandee Anderson  
**Activities:** David Allen  
**Event Reminder:** Pat Dobson  
**Internet Site:** Sharon Hook-Martino  
**Parade Coordinator:** Sheron Leigh, Kerry Razza  
**Natl Corvette Museum:** Len Atlas  
**Historian:** Group Effort  
**Photographer:** Group Effort

### July Birthdays

10 Judy Axling	21 Sharon Hook
16 Ron Howard	25 James Converse
19 David Jordan	26 Jerry Bayles
21 Marlene Bozarth	

### July Anniversaries

7/91 Lucien & Rita LeBlanc

### SOCA Logo Apparel

Contact: Ron Howard



### Next Club Social

Next social: Wolf Creek Inn & Tavern

June 15 - Wolf Creek Inn & Tavern (upstairs)  
 100 Front St., Wolf Creek ... Details to be announced  
 \*\*\* Drive, car show at the Inn & Tavern, and dinner

*Note: pre-payment is required for this buffet event, pay by June 10*

**Please RSVP to Pat Dobson at:**

[pdobson0503@icloud.com](mailto:pdobson0503@icloud.com) or (541) 664-4506

### Why Join SOCA?

- Promote *esprit de corps* among Corvette enthusiasts.
- Create interest in the Corvette as a true dual-purpose sports car.
- Provide a means of technical information and service to members.
- Encourage dealer and manufacturer cooperation.
- Organize and promote events of a social nature and provide social gatherings for enthusiasts with common interest.
- Sponsor or participate in activities to benefit the community through recognized charities as selected by the members of the Association.

### Upcoming Meetings

**General Membership Meeting, July 3, 2019, 7:00 p.m.**  
 Rogue River Community Center, 132 Broadway St., Rogue River  
**Visitors are always welcome!**



**Boatnik Parade, Grants Pass**





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## 2019 Southern Oregon Corvette Association (SOCA) Events

	Jul	Aug	Sep	Oct	Nov	Dec 2019
Club meeting (Wed.)	3	7	11*	2	6	4 [ <i>* second Wednesday in September</i> ]

### JUNE

Parade	1 – Gold Dust Days Parade, Gold Hill
Social	15 – Wolf Creek Inn & Tavern (upstairs) 100 Front St., Wolf Creek
	<b>** Note: pre-payment is required for this buffet event. RSVP to Pat Dobson (see page 1)</b>
Parade	22 – Rooster Crew Parade (SOCA members voted to not attend this parade in 2019)

### JULY

Parade	4 – Eagle Point 4th of July Parade and Celebration, details TBA
Corvette Weekend	12 to 14 – SOCA 2019 <b>Corvette Weekend</b> , fundraiser for “Candlelighters For Children with Cancer” (and the July Social)
Parade	20 – Rocky Point Parade, in Rocky Point, located 31 miles NW of Klamath Falls, details TBA

### AUGUST

Social	17 – Potluck gathering at the Peterson’s home, details TBA.
PNW & NCM Caravan	21 – Depart Grants Pass for the Pacific Northwest Caravan to the 25th National Corvette Museum Caravan in Bowling Green, Kentucky

### SEPTEMBER

NCM Caravan	6 – National Corvette Museum Caravan drivers return (approximate date)
Sigel Show & Shine	14 – Jim Sigel Show & Shine, details TBA
September Social	21 – The Point Pub & Grill (upstairs), 311 E. Pine St., Central Point, 6:00 p.m., bring pool cues

### OCTOBER

October Social	19 – Si Casa Flores restaurant, 202 NE Beacon Dr., Grants Pass
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### NOVEMBER

Daylight Savings	3 – DST ends
November Social	16 – location and details TBA
Thanksgiving	28 – Thanksgiving holiday

### DECEMBER

Parade	7 – Grants Pass Christmas Parade, details TBA
Social	15 ( <i>Sunday night</i> ) – SOCA Christmas Party, Grants Pass Golf Club, 230 Espey Rd., Grants Pass, details TBA

For additional events, information and links ... see the SOCA website “Events Page:” <https://www.sovette.com/events>



Boatnik Parade, Grants Pass





## Techin & Toolin

### Final Run: the 1982 Corvette - Text and photography by Colin Date

The 1982 Corvette signified the end of the third generation (C3) production.

What's so important about a 1982 Corvette you ask? Plenty! Even though the early 1980s will never be regarded as the quintessential performance years, there were some historical milestones that turned up here and there. Such is the case with our feature car: the *1982 Corvette Collector Edition*.

This car comes to us from Roger's Corvette in Maitland, FL. While Roger has several Corvettes in his collection that are tucked away and are *not* for sale, this example is not one of them.

The year 1982 proved to be a benchmark year for Corvette, as it was the last of the "C3" breed. It was the end of a generation that dated its basic body structure back to 1968 and its chassis back to 1963. Truth be known, the Corvette faithful was more than ready for the next gen version. Sure, you can call the '82 long in the tooth, and maybe it was back in the day, but there's no denying that it's now part of Corvette history— and that alone makes this car important.



To commemorate the C3's final year, Chevrolet produced a special "Collector Edition" of the '82. In addition to a higher level of standard features that were optional on base model 'Vettes, this limited production version came with a lifting rear hatchback-style glass— a first for Corvette— and privy to the Collector Edition only. This car also featured unique wheels that were reminiscent of 1967's "bolt-on" style optional wheels, a special silver/beige paint application, silver-beige leather interior, and commemorative emblems. Sound gaudy? Remember, this was the early 1980s – it fit in just perfectly with the times.

The Collector Edition carried a special code (a "zero" in the 6<sup>th</sup> digit) in its VIN, but it did not have a separate serial number sequence. The car also sported a whopping





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\$22,537 MSRP – at the time it was the most expensive regular production Corvette ever. Up until then, no Corvette's base price tag had ever exceeded twenty grand.

Motivation was provided by Chevy's venerable small-block 350, for 1982 sporting "cross-fire injection." Cross-fire injection combined two throttle bodies with Chevy's Computer Command Control system to bring about improved economy and performance through the precise metering of fuel. The engine was rated at 200 horsepower (HP), up from 1981's 190 HP. Unfortunately, the 4-speed manual tranny was axed in favor of an automatic version for 1982. The years 1953 and 1954 were the only other model years where this was the case.



All 1982 Corvettes were manufactured in the new Corvette assembly plant located in Bowling Green, Kentucky. Corvette production at this facility began in 1981, with 8,995 models coming off the line that year. The 1982 model saw a total production run of 25,407 units. Out of that, 18,648 were coupes, and 6,759 were Collector Editions.



So, there we have it. Not a fire-breathing incarnation of the legendary Corvette breed by any stretch of the imagination, but a significant piece of Chevrolet history, preserved to perfection.



*Facts and figures courtesy of: The Corvette Black Book by Mike Antonick*



**Disclaimer** - Discretion is advised. The preceding information may not apply to specific vehicles or all circumstances. Always refer to the manufacturer's specifications, service manuals, technical data and product information.



