

WILLAMETTE VALLEY

CORVETTE ASSOCIATION



**CORVETTES**  
*Salem, Oregon*

# GLASS SASS

VOLUME 36, ISSUE 4      APRIL 2015



## PRESIDENT'S CORNER

I would like to take a moment this month to acknowledge a few WVCA members who contribute a lot of time and effort behind the scenes, greatly improving the flow and operations of the club. Some of the members of the board sit in front of the monthly meetings and you know who we are, but others do not.

**Our Historian and Webmaster is Ken Arck.** Ken maintains the WVCA website and his wife **Vikki** helps with activity content. Ken also maintains the email lists that are used to put information out to the WVCA members and various specific committees.

**The Glass Sass editor is Buzz Blogg.** The responsibility of putting together the monthly newsletter is a daunting task, but Buzz does a great job and ensures that our newsletter is fresh every month. Buzz also provides much of the event photography, as well as the printing and layout ideas for club literature.

**Our member at large is also our charter member Lucky King.** Lucky and his wife **Claryce** are original members and still own the same 1968 convertible they bought new when they helped form the club. They are also the liaisons for new members and have input on club procedures and policies.

There are also members who currently hold no official position, but are always there to help with events and offer help wherever they can.

### INSIDE THIS ISSUE:

<b>PRES CORNER</b>	1	<b>Steve Tuttle manages the 50/50 drawings</b> at our monthly meetings, when <b>Jim Hudson</b> is gone and any other time we have some kind of raffle. He does a great job and this is a big part of our yearly fundraising efforts.
<b>MINUTES</b>	2-3	<b>Don Chandler and Wayne Kreger have stepped into promotion and advertising positions</b> that help promote awareness of the WVCA and raise funds that help our club and the charities we support.
<b>PAUL ENNOR ARTICLE</b>	4	<b>Lee Hart is a longtime member who has managed and maintained the pictures</b> on the walls and the WVCA archives case at our meeting room at Walery's pizza. I have had people that find out that I have a Corvette ask if I have seen the walls at Walery's. Yes, yes I have.
<b>BIRTHDAYS,</b>	4	
<b>STEVE TUTTLE ARTICLE</b>	5&7	There are other members who have volunteered their time for nearly every event or function when the need arises. Some have opened their homes and welcomed members for events or committee meetings. It really takes member participation to keep the WVCA active. I appreciate the efforts of every member and the continued support for future events.
<b>MEMBERS AND CARS</b>	6	
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<b>JACKET NIGHT</b>	8	

*Tom Paddock*

**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 Capitol Auto Group, our sponsor. The address is 2855 Maple Ave NE, Salem, Oregon 97301. We welcome all Corvette enthusiasts and prospective members at any of our meetings. Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

## BOARD MEMBERS for 2015

### President: Tom Paddock

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### Vice President: Roger Burgess

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### Secretary: Shelly Paddock

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### Treasurer: Terry Roach

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### Webmaster: Ken Arck

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### Member-at-Large: Lucky King

# Willamette Valley Corvette Association April Meeting Minutes

Thursday April 2<sup>nd</sup>, 2015

Meeting called to order at 6:32 PM by President **Tom Paddock**.

**Number of members present: 34**

**Number of guests present: 9**

**Guests:** Dan and Jennifer Anderson – 1995 Jade Green Coupe  
Rich Graham – Project Car  
Gary and Phyllis Whelchel – 2002 Black Convertible  
John and Marti Graham – 2005 Black Convertible  
Jon & Elisa Vittorio – 2009 ZHZ Hertz Convertible

**April Birthdays:** Margie Castro and Tom Paddock 10<sup>th</sup>, Sally Hart 14<sup>th</sup>, Darrel Holmes 17<sup>th</sup>, Rachel Watillo and Kerry Hudson 19<sup>th</sup>.

**Guest Speaker: Neal White** – Oregon Pilots Association. Cruise-in 6/13/15 9-3pm, profits to raise money for B-52. \$10 a person entry, live music, breakfast, BBQ.

**New Member: Rich Graham** was unanimously voted in as a new member. He has met the membership requirements. **Motion** was put forth by **Ken Arck**, seconded by **Gene Kraitler** and passed without opposition.

**Treasurer's Report:** March Checking Balance beginning \$3,218.07 and end \$4,016.32, March Money Market Balance beginning \$3,3208.09 and end \$3,208.11

**Motion** to accept Treasurer Report was put forth by **Ken Arck**, seconded by **Gene Kraitler** and passed without opposition.

**Motion** to accept the March minutes was put forth by **Gene Kraitler**, seconded by **Della Edwards** and passed without opposition.

### Announcements:

#### Past Activities:

**McMinnville Wine and Food Festival (Castros)** 3/13-we had 9 cars.

**March Jacket Night (Paddocks)** 3/18 – we went to the Gallon House in Silverton.

#### Future Activities:

**Easter Brunch (Buzz/Barbara)** 4/5- we will meet at Home Depot at 8:15 to go to the Silver Falls Conference Center.

**Tax Run (Tuttles)** 4/11- we will meet at Safeway at 9:15. Motion: Was put forth by **Steve Tuttle**, seconded by **Kerry Hudson** and passed without opposition to purchase \$40 restaurant gift card as poker run prize.

**April Jacket Night (Edwards)** 4/15 – we will go to the Drunken Cook on 12<sup>th</sup> Street in Salem.

**Cherry Blossom Poker Run (Kreger)** 4/18- The event is 9-2, out stop will be Half Penny from 1-3pm.

**Iris Festival Parade (Kreger)** 5/16 – NEED 21 CARS! We will meet at **Kreger's** at 8:30 for coffee and return for BBQ/ keg after the parade.

**May Jacket Night 5/20 (Tiano)** – Chinese food in Dundee, leave from Harbor Freight at 5:30.

**President's Mystery Run in June (Paddock)** – Cowboy Dinner Tree

**4<sup>th</sup> Annual Cruise In (Club)** 7/25-Half Penny

**Gold Beach Jet Boat (Tiano)** 8/8-9

**Lighthouse Run 9/12-13 (Kraiter, Paddock)** – Details to follow

**Newsletter:** Any articles are welcome.

**Photos at Walery's:** All photos need to go through **Lee Hart**. If you send him a jpeg he will make sure it is consistent and matches the other photos that are posted. He has the photo frames.

**Tech Time: Jim Hudson** heard that the new 2016 is the last year to get a manual transmission (April Fool's?)

**Wayne Kreger** mentioned that **Russ Strohmeyer** talks on 1490 Fridays at 9:10am about all things car related. **Wayne** will go on as a guest and talk about our cruise in in July.

**Trivia:** What is the supercharger psi on the 2015 Z06? **Jim Hudson** answered correctly with 9.5.

**Drawing:** \$95 was earned. \$45 to the club, **John Graham** drew **Tammy Blaylock** for \$25, and **Elisa Vittorio** drew **Cindy Tuttle** for \$25.

Adjourned at 7:30pm *Respectfully submitted by Shelly Paddock - 4/06/2015*



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## Hitchin Post Bar & Grill



### What type of Corvette owner are you?

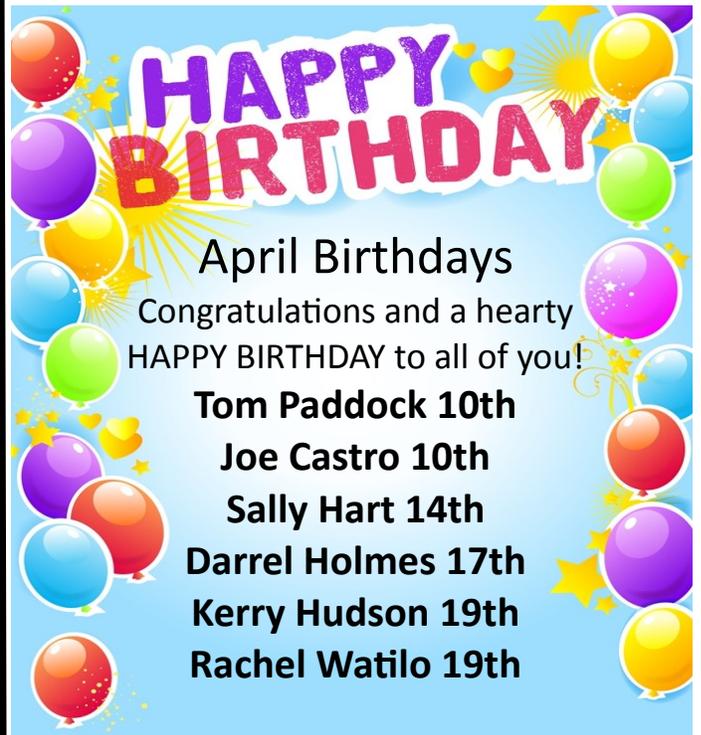
by: Paul Ennor

I've been in the Corvette hobby since 1973. Yes, 1973 when Richard Nixon was still

President. It's just dawned on me that during the ensuing years I've been several types of Corvette owner. I started as a type-1, worked my way through type-3 only to end up as a type-4 now. Somehow I jumped over the type-2, I wonder how that happened (?). See if you see yourself in any of these:

#### Type-1:

I started in 1973 as a type-1 guy but of course there were no computers then so ignore that part and read on; This person buys a brand new Corvette, remortgaging their home if necessary (homes were cheaper in 73). He or she has nothing more to worry about than making the monthly payments, the occasional rock chip on the freeway or perhaps a deer that tries to commit suicide on the front bumper of his or her new pride and joy or some other act of God. This owner can look forward to that new car smell, new car reliability and many years of happy travel. For excitement this owner can plan hundred mile trips to almost any destination reachable by America's paved road network all while enjoying the joys of a new car with enough horsepower to pull an 18-wheeler. But usually this Vette will never pull anything or haul anything heavier than a set of golf clubs. When this owner is home expect to see him/her in the driveway diligently washing and waxing the Vette while the neighbors wonder why it needs washing again. After all wasn't it in the garage all week? How could it get dirty in there? The only maintenance this owner will need to worry about is the high priced synthetic oil that the dealer will



put in whenever the Vettes computer insists that it wants to "go home" for an oil change.

**Type-2:** The type-2 owner forgoes the comfort, reliability, safety, and of a brand new Vette in favor of a fully restored classic Corvette. They just don't make those 67's anymore you know. And there's nothing like those classic lines and it's not going to be driven anyway. This person may have also spent a home mortgage sum acquiring the "like new" restored Vette of choice but "all the numbers match and that's important". This owner seldom drives the Vette. I mean good grief, he just put out three figures for it at the auction. Wouldn't want to get a rock chip on this baby now would we. And God forbid that a rain drop should ever touch it, it might rust ( fiberglass rust? Must be an urban legend!). So this owner drops another four figures on an enclosed trailer to keep his baby dry and another 70K or so on a fully optioned Suburban to pull the trailer with the Vette safely inside. This owner can look forward to endless days washing, waxing, and polishing everything on his Vette clear down to the tail pipes. For fun this Corvetter will probably attend every car show within hundreds of miles of home and look forward to accumulating trophies and plaques to decorate his spotless garage decorated in a 50's diner theme. Of course maintenance isn't that much of an issue on a Vette that never gets driven. The Original 10-40 Valvoline oil will last decades if the Vette is only driven on and off the trailer so maintenance costs are trivial at worst. *(continued in May issue)*



## Driving your Corvette in a group

The information below is my approach, and not necessarily WVCA official policy. And for sure different people have other opinions on club etiquette for driving in a group. I'm sure you have heard the saying: **Lead, Follow or get the heck out of the way!** My wife has heard me utter those words many times, just so you know where I'm coming from.

Membership of **Willamette Valley Corvette Association** is mainly made up of people who primarily have newer Corvettes (C4's or newer). These cars and their owners like to drive! Consequently, many of the activities involve driving our cars rather than showing our cars. I thought for the benefit of new members, I would explain what to anticipate.

### Planned trip:

When arriving at the meeting place for a planned driving trip, be sure your gas tank is full, tires inflated and you and your car are up for the task. Bring a clean car, not required but hey, a Corvette is not just a car, it's our identity of sorts. People in the club often relate the car to the owner, you don't want to be thought of as the guy with the "Dirty Red Roadster". If you have a radio on club frequency, make sure your batteries are fully charged. Wear your club name tag and club shirt to receive full points towards the end of the year recognition. A club roster may also be useful to have along. If you for some reason choose not to drive your Corvette, all **Tin Cars** follow at the back of the line.

### Radios:

On the subject of radios, most of us operate "Motorola Sprint MU21CV" on channel 6 sub-channel 6 or equivalent frequencies. These are UHF and not found at your typical Walmart or Costco. Best place to find them, is used on E-bay for about \$40. There are newer versions that use the same frequencies but they are usually more expensive.

You may say, "**I DON'T NEED NO STINK'N RADIOS**". While that may be true, radios enhance the drive. Sometimes, actually often, things don't go as planned. Leader misses a turn, someone really has to stop to relieve their bladder or someone gets separated from the group. Sometimes it's just the leader warning others there is a bicycle on the road or pot holes. Sometimes it's just a group of wild turkeys or some other interesting feature. Some drives there's a lot of radio chatter and you will want to be included.

OK, technically, these radios require a license. We have had this discussion many times, almost all of us do not have a license. I have owned one of these radios for about 30 years without a license. Used originally for hunting, communicating at my daughters cross country events and elsewhere. Never an incident! But I'm a Pirate, what else need I say!

### Traveling in a group

We like to travel one by one all together in line of sight. Occasionally, other "Tin" cars will get between us. Most of the time this can't be avoided, but keeping a close distance to the Corvette ahead of you will minimize "encroaches". Use the **2 second rule** for spacing and you should be close enough, and yet a safe stopping distance.

There are different philosophies for keeping together. One, keep the Corvette ahead in sight, preferably you will be right behind it. The other, always keep the car behind you in sight, you are responsible for the car behind you. Basically keep up with the Corvette ahead of you, and try not to lose the car behind you. In urban areas with traffic lights and congestion, this can be a challenge for sure. If cars get too strung out, the leader may pull over in an attempt to re-group. Radios are helpful to let the leader know cars are separated and out of sight.

On a two lane highway it may be desirable to pass Tin cars. As a courtesy, we don't pass each other. If you are a slower, less assertive driver, please take a position towards the back so you do not frustrate the driver behind you.

**(cont. on p7)**

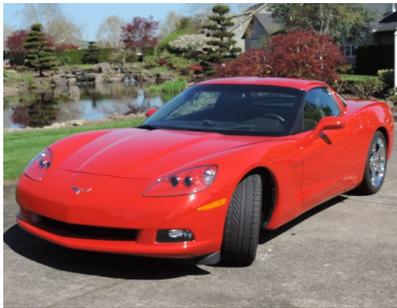
# WVCA Members and Their Cars



Lucky & Claryce King have a 1968 International Blue Roadster and a 1978 Anniversary Coupe and are Charter Members since 1968. (member-at-large 2012)



Bob & Annie Koenig have a 78 Silver Pacecar Anniversary Edition, a 78 Burgandy Coupe, a 2003 Anniversary Edition and a 2006 Orange Metallic Roadster. They have been members since 2006. (Vice President/Treasurer 2012)



Liz and Gene Kraitter have been members since 2014 and have a red 2008 Coupe



Wayne and Janet Kreger have a 2004 Medium Spiral Grey Coupe and have been members since 2007. (President 2011) (2011 President).



Ray McKee has a 1989 Dark Blue Metallic Roadster and has been a member since 1989.





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## The Great Easter Cruise and Brunch 4-4-2015



Early in the Morning on Easter Sunday, 22 adventurous people headed off into the fog-shrouded path to Silver Creek Falls. T'was a bleak and foggy drive via

the back way to the Conference Center, but as we got closer the fog parted and revealed the destination to be sunny and beautiful.



Once there we found that we beat the parking lot guy who was armed with "Reserved for WVCA" signs, but better late than never. And we started down the windy road from the lot to the destination.

A great time was had by all and the food was very good too. Great turnout for Breakfast with friends and the weather cooperated all the way! *Buzz*



(cont. from p5) If you leave too large of a distance between you and the next Corvette, a Tin car will surely occupy the space and then another and another! Bottom line is, try to keep the Corvette in front of you in sight and as close as practical, allowing for safe stopping distance of course. Radios are helpful in communicating to the Corvette behind, you when it's safe to pass.

Four lane highways or freeways can still be a challenge to stay together. Sometimes people either intentionally won't let you have space to get in behind the Corvette you are following, or they are just oblivious what is going on around them. A simple blocking maneuver can get us all back in line. The Corvette in front of you slows down creating a gap between him and the next Corvette, while in the next lane, you can pass and have a place to get into line. Another time the radios come in handy!

We do not all drive our cars the same. We all have driving habits, some good some not so good, from others' point of view. This may influence who you choose to follow or not follow!

### Potty Stops:

Take care of business before taking photos or socializing. If we are stopping fairly frequently extending each stop time causes the trip to take longer than it needs to.

### Leader:

If you are leading a drive, there are a few things you are responsible for. First is to record who is in your group if it is a club sanctioned trip. Plan potty breaks in your route especially right after people have had coffee. Thirty minutes apart should be fine. When planning the trip, if there is a good place for photos, include it as a stop.

**Speed:** we should be traveling near the posted speed. Keep in mind, we are representing our club and this is not the time to be a bad boy/girl. I know Corvette owners sometimes have a heavy foot, keep in mind some people are not comfortable traveling very much over the speed limit. Having said that, everyone should be able to keep up with the posted limit even when there are curves.

When you are the leader you are like the scout master, you need to make sure you take care of your pack. If someone breaks down or gets lost, we do not leave anyone stranded. When encountering another Corvette on the road, acknowledge another friend! Have a fun and safe trip and always remember: **"Save the Wave"**  
*Steve Tuttle*

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The March jacket night was sponsored by Tom and Shelly Paddock and the destination was the Gallon House in Silverton. Shelly was unable to attend as her stepfather had passed away that morning after a long battle with cancer. We met at the Harbor Freight parking lot on Portland Road to begin the drive to Silverton. The weather was very nice so the drive was extremely enjoyable for the 7 Corvettes that made the trip, with the tops down on most. Tom had to be lead driver and co-pilot at the same time, which was difficult because Shelly is so competent and patient in that role. At least there were no wrong turns made so that was a nice change since Tom was at the lead. There was parking for almost everybody on the side street, while a couple others had to park nearby. When we entered the Gallon House they had an area inside reserved for us. The Gallon House has approximately 50 taps with a variety of beverages available. Once the beverage order arrived, everybody placed their food order. The food came quickly and was great! The service was exceptional too. I can't wait to go back! *Tom*



**Willamette Valley Corvette Association**  
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