



VOLUME 40, ISSUE 8 AUGUST 2018

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**President
Julie Hughes**

Hi all our WVCA members. I trust all of our members have recouped their strength and received some much deserved rest after the 50th Birthday. I thought I would do a recap of what activities we have accomplished so far.

We got off to a slow start with our Board and I believe it has to do with the Holidays in November and December. From now on our year will run from January 1st through December 31st. Our Treasurer had some Medical issues and resigned his position. Jennifer Anderson stepped up and volunteered to accept the Treasurer's job (Thank you Jennifer).

November Activities

November brought the monthly meeting, Jacket night for November was at Mangiare Italian Restaurant in Independence.

December Activities

Christmas Party in December was at Delaney Madison Grill. Everyone brought a stuffed animals to benefit the children of Domestic Violence. We went to Christmas Lights at Portland Speedway.



**Vice President
Kent Muhle**

We are definitely in the middle of summer, as my poor original cooling system will bear witness to (my C-5's as well), and you can't swing a cat without hitting a car show or cruise-in it seems. I know many of our members have done some driving, I think Stan recently drove umpteen million miles on some questionable roads in his pristine Z06, and was joined by at least the Chandler's and the Arck's for part of that journey to the High Desert.

I'm continuing to hear about our show, (you know, that little thing we called Corvettes at the Carousel) and it still is sinking in just what a success it was. I'm in awe that we carried it off with so few hiccups!

Sorry I haven't been able to attend some events and cruises lately, but when my health allows I'm still taking great joy in bombing around the countryside in my favorite sports car. I'm writing this as the August general meeting is taking place, and looking over the activities calendar; I'm pretty sure I'll be able to make some of those events. One event I'm looking forward to is the Beaches cruise on the 22nd. This is a really cool event, and we are joining Mt. Hood Corvettes to get preferred parking. I've seen over 500 cars at this thing, and stuff you won't see anywhere else, I promise!

While the show folks are polishing their stuff, just a short walk away is the Wednesday night 1/8 mile drag racing program. Some of the best bracket cars in the NW are there, and races are won and lost by mere thousands of a second. (Continued on page 7)

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. 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>

BOARD MEMBERS and OFFICERS for 2018

President: Julie Hughes

503-421-0733

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Vice President: Kent Muhle

503-680-2907

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Secretary: Tom Paddock

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Treasurer: Jennifer Anderson

503-602-1615

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Historian/Webmaster: Ken Arck

503-678-6182

historian@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Member-at Large: Kathleen Ridge

503-623-3300

memberatlarge@willamettevalleycorvettes.com

*I was addicted to the
hokey pokey but I
turned myself
around." — unknown*

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

AUGUST 2ND 2018

Meeting called to order by President Julie Hughes at 6:30pm

Members present: 31

Guests: Steve Halverson and Phyllis Martin /2002 Red Convertible; Shane and Andrea Massey / 2005 Red Convertible; Sandy Lendahl / 2003 Coupe; Wally Hecker/ 2008 Red Convertible (also a previous member back to 1985)

Birthdays: Jim Jacks 1st, Buzz Blogg 17th, Janet Kreger 20th

President Julie Hughes presented Kay Hanson and Ann Salvatori with Honorary Member Status. Both have been active in WVCA for many years (even holding board positions) and have recently lost their spouses (Dave Hanson and Henry Salvatori) and as a sign of both gratitude and respect are invited to continue to be WVCA members.

Minutes Report: Tom Paddock

Changes to previous minutes: None presented
Motion to accept as published by: Vikki Arck
Motion seconded by: Bob Koenig
Vote by membership: unanimous

Treasurer's Report: Jennifer Anderson (not present) by Julie Hughes

Amount in Checking:\$7,852.46

Amount in Savings: \$ 3,208.91

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 11,072.37

Motion to accept presented by: Ken Arck

Motion seconded by: Lucky King

Vote by membership: unanimous

Activities Report: Kent Muhle (not present) by Stan Czerniak

Upcoming Activities: 2018 President's Run- September 15th and 16th Leaving from the Safeway South Commercial parking lot time to be determined. President Julie Hughes announced the President's Run this year will be to Belknap Hot Springs. There will be a nice drive there and she has reserved several houses that members can rent for the night. There is are several activities planned, and Wayne Kreger mentioned Proxy Falls which is a short distance away and has a nice falls and beautiful hiking trails. A sign-up sheet was passed around, but if you are interested in participating and were not at the meeting, contact Julie Hughes.

Fridays Cruise In @ The Half Penny 10am to 12pm- Represent

the club with as many WVCA members as can attend.

Wednesday 15th, A&W Stayton Cruise In- This will be the last one for 2018, and since Jacket night is changed to accommodate the PIR event to the 22nd, this might be a fun substitute. Free small cones for participants.

Sat 18th and Sun 19th Collector Boat and Car Show @ Lake Oswego

Sunday 19th Cars and Coffee @ Dutch Brothers 3794 Commercial St SE, Salem, OR. Meet there at 8am.

Wednesday 22nd, Wednesday Night at PIR, the August Featured Club is Mt Hood Corvettes, and WVCA members are invited to park with them, meeting at 3:00pm at the nearby Burger King. A sign up sheet was passed out, but if you were not in attendance and would like to go please email Ken Arck. Stan Czerniak will be setting up a meeting point to caravan up and meet with the Mt Hood group.

September 1st, Carousel Cruise-In @ Riverfront Park in Salem- Sponsored by the Salem Hot Rods this is a big show and helps local charities.

September 9th, WVCA Picnic@ Duane and Sandy Stark's home. More information will be coming on this one.

September 12th, Jacket Night at Café 22- Jacket night is being bumped up a week and this has always been a great venue for WVCA. John and Anne Elegant are hosting and are asking for an initial headcount by the 24th. Please contact John Elegant if you would like to attend.

September 15th and 16th, Mt Angel Car Show@ Mt Angel- \$15 entry fee with 2 trophies being sponsored by WVCA

Discussion was started for a Fall Fest Banquet in lieu of the October Jacket night, more discussion at a later meeting.

Bowling Green News- Stan Czerniak reported that preparations are underway for the Museum Anniversary in a few weeks, and that sign up will soon start for the Birthday Bash as well as the 2019 Caravan. It was also brought up that a ZR1 lost a drag race to a McLaren costing about 3x the amount of the ZR1. A spirited conversation sprang up about the logistics of it all, and what it really means.

Glass Sass- Editor-In-Chief Buzz Blogg encouraged all members to send him an article for the newsletter;

any topic is acceptable; your first Corvette, a recent trip or even your favorite recipe.

Web Update- Ken Arck reported that the updated roster is ready for the website, and Roger Burgess is going to help Kent Muhle with keeping the calendar up-to-date..

New Business-Julie Hughes asked for volunteers for the nominating committee to choose candidates for the upcoming board elections. After several moments of utter silence, Ken Arck volunteered to take the lead and then Annie Koenig also volunteered. Members are encouraged to participate on the board. Its really not that difficult, this is a car club, not rocket science. Receive the adoration and gratitude of the other members when you volunteer for just a year.

Tech Time-Wayne Kreger asked about the ability to put an adjustable steering column in a C3, and received several answers that they did come with that option and should be able to retrofit one in.

Trivia- What was the top speed of the 1998 Corvette? Ann Salvatori correctly answered 175mph.

50/50 Drawing:

- \$ 116 total collected by Annie Koenig
- \$ 58 to the club
- \$ 29 drawn by: Wally Hecker with Sandra Kafka winning
- \$ 29 drawn by: Shane Massey with Lucky King winning

Meeting adjourned by Julie Hughes at 7:33



Stan does it again!

Over the weekend of July 20-23 High Desert Corvette Club held their annual car show'n shine with about 140 cars. He and Sherry and Ken were the only WVCA representatives but he did well by us by winning 2nd place in the C7 Coupe class!



Right before the July meeting, I was contacted by my 7 year old Grandson Colten. He told me that he was nominated to the junior court for the Sweet Home Sportsman Holiday Parade being held Saturday July 14th. Colten has been to and participated in many WVCA events and has met most of the members over the years so

he asked me if he and the rest of the members of the court could ride in Corvettes, "just like at the Iris Festival".

The WVCA meeting was held on July 5th and I told Colten that I would try to see if there would be enough members interested (let alone in attendance) to be able to provide rides for him and the rest of the kids.

At the July 5th meeting attendance was surprisingly typical for right after the 4th of July holiday so I put out the call for cars. WVCA members came through and we had the 5 cars needed to carry the kids, so everything was set up and ready to go.

The crew met at the Safeway parking lot on S Commercial. Members included Roger and Maryann Burgess, Paul Ennor, and Al Manrubia with Annie Koenig meeting us at the parade staging location. My wife Shelly was recruited at the last moment in case anything happened and we needed an extra car, so she was driving the C5. Now she has never driven a Corvette before, and was a little apprehensive about her first time behind the wheel being in a parade, but she caught on quickly and we were on the way to Sweet Home.

We arrived in Sweet Home and were directed to the parade staging area where Annie Koenig and the kids were anxiously awaiting our arrival. After a quick wipe down of the cars and placement of seating blankets the court was seated and ready to go.

We ended up with a little extra time before we were taking off, but the kids only got a little fidgety. Once we were underway, the kids had obviously been practicing their waves and were ready to go.

Sweet Home is a small town and the turnout of community was impressive. The kids along the route all enjoyed the Corvettes, and so did the adults. This is just one way WVCA helps encourage recognition of America's sports car, the Corvette, and support our local communities.

Next stop was for lunch at The Point restaurant. After a fantastic meal we were off and on the way back to Salem, the longer more scenic way.

Thanks again to Roger, Maryann, Paul, Al and Annie for making my Grandson's dream come true.



If you haven't seen the glass garage yet at Blonzee's Guest House restaurant on Portland Rd. NE in Salem, now would be a good time to go and see the ZR1 Corvette that is being displayed during

the month of August. There is also special lighting on it at night in this garage and they are booked up in advance for 1-2 years.

This 1995 ZR1 Corvette is owned by our members, of 8 years, Duane and Sandra Stark. This Corvette took 1st place in the ZR1 category and Show Favorite at our "Corvette's by the Carousel" car show in June. Stop in and see Melissa and thank her for the donation to our car show and enjoy the drink of the month which I believe is strawberry lemonade.





MidEngineCorvetteForum.com

renderings by lvs

Interested in the 2020 mid engine (ME) Corvette? There is a new forum which, while embracing and having sections for all Corvettes, is mid engine Corvette focused at: www.midenginecorvetteforum.com. As many of you know, John Elegant was a moderator in the stingrayforums website <http://www.stingrayforums.com> which he has now left to start his new adventure with a few of his influential and knowledgeable friends which is intended to provide Corvette lovers with all the information available regarding the coming 2020 Mid Engine Corvette, so next time you are curious, check the website out and I think you will find it interesting and if not, the Stingrayforums website might be for you. Either way, we are lucky to have one of the foremost authorities in all things Corvette in our Club!

The Importance of the World's Only 1983 Corvette

Jack Baruth

7/5/2018



© Jack Baruth The Importance of the World's Only 1983 Corvette

You don't need to be a Corvette fan to visit, and enjoy, the National Corvette Museum outside Bowling Green, Kentucky. It's a frequent destination for automotive fanatics of all stripes, from the Goodguys crowd to the various Midwestern Porsche and BMW regional clubs that use it as a destination for their back-road driving events. I've also personally witnessed a few road-to-Damascus moments at the museum in which people who are indifferent or even personally hostile to the crossed-flags sports car marque find themselves converted by the sheer volume of enthusiasm visible and audible from the moment you walk through the door. (Cont' on p5)

One important aspect of that enthusiasm is that the NCM, unlike similar museums in Stuttgart and elsewhere, is not owned and operated by the manufacturer being honored within. It was the passion project of various people within the National Corvette Restorers Society, pursued on a bootstrap basis for over a decade before the necessary funding and assistance was secured. Most of the cars you'll find inside were donated or loaned by private individuals, although General Motors has also provided vehicles which could not be found anywhere else-like the Corvette Indy concept car and an early C5 crash-test example.

Oh, and they also handed over the world's last surviving 1983 Corvette.

[Research the Chevrolet Corvette on MSN Autos](#)

It's only been 36 years since the Corvette wearing VIN 1G1AY0783D5110023 left the pilot assembly line and reported for duty at the GM Milford Proving Grounds, but the story of its escape, survival, and restoration has already acquired the misty sheen of a legend or fable. There were just 14 C4 prototypes and 43 "pilot cars" made in 1983, all of which were marked for destruction after the completion of testing. That's standard practice in the industry, and it's why you don't see, for example, pre-production Chevrolet Uplanders taking up space in your local buy-here-pay-here lot.

Corvettes aren't Uplanders, though, so this particular car was either "set aside"(according to some sources) or deliberately hidden (according to others) after the end of testing. About two years later, the plant manager found the car in the parking lot and had it moved into the plant. It was given a stars-and-stripes paint job and a set of directional 16-inch 1984-model wheels, all of which stayed on the car until it was donated to NCM to celebrate the museum's grand opening in 1994. At that point it was restored to plain white with a blue interior and the 15-inch wheels that had originally been designed for base-model C4s, before GM decided to fit all models with 16-inch wheels and Goodyear Gatorback tires.

Today, you can see the 1983 Corvette in a special display at NCM-true to form, the display was funded privately-and learn a little bit about its history. As rare and special as the car is, however, I'm more impressed by the fact that

1. It doesn't have 40,000 siblings, and

It wasn't a 1982 Corvette.

The stories behind both of those facts are important,

because they are directly responsible for the Corvette's wild success as a proper sports car, both in 1984 and afterwards. The biggest reason why no model-year 1983 Corvettes were sold has to do with the state of California, which changed its emissions requirements before C4 production began. We are told that Corvette engineers took this "gap year" to make the car California-ready, but upon closer examination that doesn't make a lot of sense.

So-called "California Corvettes" had existed for years prior to 1983, with reduced performance compared to their 49-state counterparts to meet that state's stringent emissions laws. The most notorious example was probably the 1980 C3 model, which featured a 305-cubic-inch small-block with a mandatory automatic transmission. So there was ample precedent for the idea of what we'd call a "compliance car" nowadays. The Corvette team didn't do that. Instead, they worked on making the car better in all possible aspects before starting the line in earnest for 1984.

The new C4 Corvette wasn't exactly trouble-free, but by the standards of the era it was very thoroughly worked out. It's worth remembering that GM had just gotten through [the X-car scandal](#), where several million of its top-selling front-drive compacts were recalled for dangerous handling behavior in panic-braking situations. The C4 was one of the first examples of the General's newfound willingness to prioritize getting it right over simply getting it done. In doing so, the company helped insure the Corvette's continued survival. The road has been [occasionally bumpy since then](#), but the difference between, say, a 1977 Vette and a 1997 model is like the difference between the Wright Flyer and the Boeing 777 when it comes to build and materials quality.

As for the curious delay of the start of the C4 program from 1982 to 1983, that's supposedly due to a demand from Lloyd Reuss (former president of GM and father of current GM luminary Mark Reuss) that the next Corvette have a targa top instead of T-tops. Early attempts to comply with this request resulted in a significant loss of rigidity. The solution, which took time and effort, was to increase the size of the frame rails. That's why C4 Corvettes have tiny doors and a big, supercar-style step-over into the deep footwells. It's also how the 1982 Collector's Edition Corvette, with its 1984-spec powertrain and the amusing addition of a (supplier-sourced) functional glass hatchback, came to be; it was just marking time until the new car was ready.

(Cont from page 5)

I told these stories, and a few more Corvette tales besides, to the young man who accompanied me to NCM this past Sunday. His mother, an old friend of mine, had asked that I give him a ride from Nashville to Columbus so he could spend the summer with his grandparents. Once he realized that he'd be rolling with me in a brand-new 2019 Corvette convertible instead of sitting in the back seat of his mom's Pathfinder, he had no trouble getting on board with the idea.

The kid was more than a little knowledgeable about the differences across the C7 lineup, and he could tell me chapter and verse about how the various models performed on the racetrack and dragstrip. At NCM, however, he peppered me with questions about the old cars. Why did they go to dual headlights for 1958? (DOT regulations allowed a new headlight spec.) How did the pop-up lights work? (Not very well.) Do all Corvettes have a fiberglass body on a separate frame? (Kinda-sorta, depending on how closely you want to define "fiberglass" and "frame.")

When we came to the 1983, he offered me the opinion that this was the first Vette that looked like a Corvette. Which made me smile. I was about his age when that car started appearing in magazines. At the time, it seemed like an ultra-futuristic attempt to give the old marque one more shot at life before we all got our turbine-powered flying cars. Today, I recognize it as a new, and eventually compelling, definition of what it meant to be a Corvette. The 2019 C7 that we'd driven from Nashville to Bowling Green might contain a few stylistic nods to Vettes of the '50s and '60s, but its actual mechanical and functional lineage dates back to 1983 and not a moment earlier.

We live in a world where even people who despise the Corvette have to acknowledge its fundamental excellence as a track tool, dragstrip weapon, and road-trip flying carpet. It is a world where the designers of million-dollar hypercars and \$350,000 limited-edition sporting specials have to nervously optimize every aspect of their product simply to stave off the inevitable day when a new-model Corvette smokes it down the quarter-mile or around VIR. Finally, it's a world where anybody with the ability to pay for a well-equipped SUV or pickup truck has the option instead to spend that same amount of money and get what is probably the finest all-around sports car in history. It's a hell of a world, you know, and it is the world made possible by this lonely, plain-Jane, small-wheeled 1983 Corvette.

—continued from cover page—

Monthly meeting on the first Thursday of the Month. The 50th Committee is working in the background setting up everything we will need for the next July Celebration

January Activities

Jacket Night was held at Macleay Country Inn. Capital Chevrolet volunteered to help Sponsor the 50th Anniversary Event.

February Activities

Valentines Day Brunch at Delany Madison Grill and February Jacket Night was held at The Gallon House.

March Activities

March Jacket Night was held at Murphy's Grill in Dallas.

April Activities

April Jacket night was held at the Old Spaghetti Factory in Sherwood, Still more meeting for the 50th Committee.

May Activities

May Jacket Night was held at the Gallon House in Silverton, More 50th committee meetings were held weekly. By this time some of our retired members started taking short trips during the week.

June Activities

June rolls around and The 50th Celebration has arrived "Corvettes At The Carousel" was a big hit. I want to personally thank everyone on the committee and the members who worked this event, without you; there wouldn't have been an event. June Jacket Night was held at Gilgamesh in Salem.

July Activities

July's Jacket Night was held at the Half Penny in Salem. All this time there have been some short trips taken by our retired members to close and far away places.

Future Activities

Jacket Night will be held at one week later August 22nd at Beaches at PIR, with Mt Hood Corvettes. I am looking forward to this event. A committee will be formed to present nominees in September for Election of Officers for the coming year (2019).

September Activities

Presidents Run September 15th over night, I hope all our members will come. Jacket Night will be at Café 22 sponsored by John Elegant. Not sure where October and November Jacket Night will be held. I know that our club didn't have too many driving events because we were consumed with the 50th Celebration, but now that the hard work is behind us, maybe we will be able devote more time to the monthly trips. Julie

(Continued from cover page)

Oh yeah, bring a helmet and a few bucks and take a couple of laps yourself! 8 second range at mid 80 MPH trap speed for most of you, plus or minus for the rest. Now who among you hasn't done that on an on-ramp once or twice! The standing start isn't exactly what a sports car was made for, but if you wanna blast down a straight stretch of asphalt hell bent for leather here's yer chance. No tickets either!!

I hope you all are taking advantage of the wonderful weather and putting miles on your 'glass. Speaking of glass, one of the most pristine ZR1's in the country belongs to our own Duane and Sandy Stark, and is currently in the glass garage at BlondZee's Guest House Restaurant on Portland Rd in Salem. This restaurant has been around for a long time, and apparently Duane is a fixture there. What a nice tribute to a fabulous car. By the way, as you stop by to look at it, they have really good home-style food with giant portions. No wonder Duane is a fixture....

Hope to see you soon, keep cruising!



WHY
by: Paul Ennor

My contribution to this month's Glass Sass is going to be short. And I hope you all appreciate how difficult it is for me to write anything that's short because once I sit down at my computer words just seem to roll out of my fingers uncontrollably (ha ha). Well here goes:

After last night's July meeting I found that I was asking myself "Why". Several "why's" actually. This was a sort of a self-reflection. As I wondered silently, "Why did I ever buy back my old '73 Corvette?", especially after having a stroke in 2011 that left me disabled and unable to enjoy driving a 4-speed car, any manual transmission car for that matter, safely or enjoyably. This train of thought brought up a few other "whys". Why was it so important to me to stay in WVCA and buy an automatic Vette after I originally let my '73 go to a new owner? Which brought up the question, "Why did I ever buy a Corvette in the first-place way back in the spring of 1973?". The answer to that question was simple, I had caught the Corvette bug from a close friend who was infected. This led me into a train of thought that goes like this:

It's not the car, it's the fellowship and friendships that somehow comes out of that expensive impractical little plastic sports car. Somehow when Chevrolet built that first Corvette way back in 1953 they managed to include something in it by accident that I doubt they even realized at the time. That something is some sort of infectious gravitational attraction in the fiberglass that pulls its owners together into groups. Once infected by this force Corvette owners seem compelled to come together in groups, form clubs where they can enjoy each other's company and their love for their fiberglass cars in spite of all their individual differences that should separate them. This unseen force seems to linger even after leaving the hobby or passing on their Corvette to a new owner. The infection seems to remain in many former Corvette owners for a long time. It's so strong in some folks that they are pulled back and somehow compelled to get back into Corvetting and buy more Corvettes in spite of all the practical reasons why they should not! The Corvette force even seems to compel a few to return to the clubs that they once gathered with and rejoin even after many years. We saw that in the July meeting where a former club member came back and at least another could be heard in the back row talking about the fact that they had been with the club before. A very few others are so deeply infected by the Corvette force, I'm in this group, that even after life throws some major curve balls at us that should have knocked us out of the game, we stay within the gravitational force field of the Corvette even after all reasonable "other people" would have left the orbit and moved on.

So, the real answer to the question, "WHY?" is; "it's the people! The Corvette is the catalyst. Even as we go about our daily lives there is something in the Chevrolet Corvette that infects its owners and draws them into groups like no other automobile even made. It must be some magical ingredient in the Corvettes fiberglass formula. Or not I— don't know? Perhaps more study is needed. I wonder if I can get a million-dollar Government study grant for that? (HA HA). Anyway, Save the Wave and have a safe enjoyable summer.

AUGUST 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 meet ing 6:30	3 1/2 Penny 10-12	4 car show @ Home Depot 10am 3795 Hagers Grove
5	6	7	8	9	10	11 Fallen Troopers 4500 Lancaster
12	13	14	15	16	17	<div style="border: 1px solid black; padding: 5px;"> Central Lions Club 7th Annual Cruise In! Show starts at 9:00 AM, gates open at 8:00 AM. Pancake breakfast (free for drivers, \$5 all others), auctions, raffles, trophies. Car registration \$20 <u>Independence Riverview Park</u> 50 C St, Independence </div>
19 cars and coffee Dutch Bros S Commercial 8-10	20	21	22 Beaches PIR 3-5	23	24	25
26 Salem cars and coffee Les Schwab Mission st 10-12	27	28	29	30	31	

SEPTEMBER 2018

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
						<i>1 Carousel Cruise River- front Park</i>
<i>2</i>	<i>3</i>	<i>4</i>	<i>5 Beaches</i>	<i>6 Meeting 6:30</i>	<i>7 Silverton Fly- wheels 5:30 Silverton</i>	<i>8 World Of Speed 8-11 Wilsonville</i>
<i>9</i>	<i>10</i>	<i>11</i>	<i>12 Jacket Night Café 22</i>	<i>13</i>	<i>14</i>	<i>15 President's Run</i>
<i>16 President's Run</i>	<i>17</i>	<i>18</i>	<i>19</i>	<i>20</i>	<i>21</i>	<i>22 Modern Classics</i>
<i>23 Salem Cars and Coffee Les Schwab Mission St 10-1</i>	<i>24</i>	<i>25</i>	<i>26</i>	<i>27</i>	<i>28</i>	<i>29</i>
<i>30</i>						

OCTOBER 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 Meeting 6:30	5	6
7	8	9	10	11	12	13 Coast Cruise TBA
14	15	16	17 Jacket Night	18	19	20
21	22	23	24	25	26	27 Fall Festival Banquet??
28	29	30	31			

2018 Standing Committees

50th Anniversary

Kent Muhle (Chair) Dan and Jennifer Anderson Lucky King Dawn Gloeckner
Bob and Annie Koenig Ken and Vikki Arck Stan Czerniak Julie Hughes
Sandra Kafka Shelly Paddock Gene and Liz Krater Wayne and Janet Kreger
Sandra Stark Robert and Kathleen Ridge

Budget

Julie Hughes Dawn Gloeckner Liz Krater Jim Tiano Jennifer Anderson

Activities

Kent Muhle (chair) Stan Czerniak Shelly Paddock Ken Arck Vikki Arck

Willamette Valley Corvette Association
P.O. Box 20576
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Place
Stamp
Here

