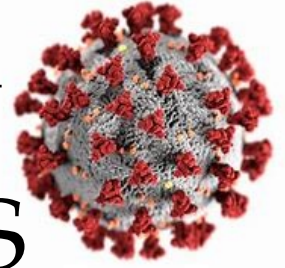




**CORVETTES**  
Salem, Oregon



# GLASS SASS

VOLUME 42, ISSUE 8

AUGUST 2020



**President  
Stan Czerniak**

**W**ell, who would have ever thought that we would have gone 5 months without a face to face general membership meeting! But, fortunately that COVID-19 induced reality has not stopped us from having meetings, due to the great technical savvy/skills of our Treasurer, Kelly Smothers!

Thanks to Kelly and your participation, last night we had our 4<sup>th</sup> call-in/online monthly meeting and it was attended by 25 WVCA members! We must not allow the Coronavirus to cause us to stop enjoying the sharing of our love of CORVETTES, with each other! And, as long as we utilize prudent precautions, this can be done safely!

With this in mind, I would like to thank those members who joined our meeting last night and participated in planning new events for the rest of the Summer and early Fall. I thought we had a particularly good discussion of Association related, possible events. And I am happy to report that several members have volunteered to take the lead on organizing some new activities! So, for those of you who could not join us, here are some of the things being planned and proposed!

Thanks to Dan Anderson, we are looking at possibly holding our next general membership meeting, face-to-face outdoors, at the field where he and his model airplane club meet! More on that as we get closer!

Also, Joe Peters will be working with Russ Strohmeyer on developing a joint Cruise-In during an up-coming weekend! This event would include getting a coffee wagon involved! Russ has shown an interest in doing this with us and to make it a success, we will need a GREAT turnout of WVCA members!

Without our support, they would probably not be too interested in working with us again, on this type of venture, in the future. Besides that, the Summer is more than halfway over and so many car events have been cancelled. So let us take advantage of the good weather while we still have it and have some CORVETTE fun together!

Wayne and Janet Kreger have graciously opened their beautiful home and yard for a WVCA picnic on August 22nd noon to 3pm! Because of the need for COVID-19 related precautions, each person will bring their own food, utensils and chairs! Kelly and Andrea Smothers will bring individual drinks and deserts, that will be paid for by the WVCA. So far, we have 19 members who have indicated that they will attend. It would sure be nice if we could get additional members, to take this opportunity to socialize and enjoy spending the afternoon together with fellow WILLAMETTE VALLEY CORVETTE ASSOCIATION members! Hope to see you there and thanks again to Wayne and Janet!

And yes, in case you are wondering, we still do have JACKET NIGHTs now that most restaurants, in the area have re-opened! To that end, we will have our first Jacket night in several months, on Wednesday, August 19<sup>th</sup> at 7:00 pm at the Fort

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Hill Public House on Route 18/22 (one mile east of Spirit Mountain Casino)! For those interested, we will be meeting at Wallery's Pizza at 6:00 pm and depart together at 6:15 pm for the restaurant! They will provide an area for us to park together, so please let me know if you are attending this event, so they will know how many cars to plan for!

Jennifer Anderson will be putting out detailed information regarding a lunch get together at the Kentucky Fried Chicken/A&W for August 15<sup>th</sup> in Salem! They sponsored one of our Specialty Awards and provided discount coupons at our Car Show last Summer!

I would also like to commend and express my appreciation to Julie Hughes for taking the lead on organizing two really nice and very fun WVCA Cruises this Summer: The Ghost Town Tour and the Cowboy Dinner Tree Tour! Thanks Julie, for your initiative and time in making these events happen!

Well folks, as you can see the WVCA is still alive and well and will weather whatever we have to until things get completely back to normal! Until then, stay well but also take every opportunity that you can, to enjoy your CORVETTES at least singly, or better still, with your fellow WVCA members! It only takes one person to suggest a cruise or any other activity!

Best Regards,

Stan W Czerniak



President, Willamette Valley Corvette Association



Diamond Lake after the Dinner Tree cruise.  
Perfect weather and beautiful lake as well.



**Congratulations to Stan and Shannon on the receipt of their new C8 which finally arrived after a year or so of wishin' and waitin' and hopin' and prayin'.**

**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 2020

**President: Stan Czerniak**

971-218-9951

[president@willamettevalleycorvettes.com](mailto:president@willamettevalleycorvettes.com)

**Vice President: Shane Massey**

503-508-6071

[vp@willamettevalleycorvettes.com](mailto:vp@willamettevalleycorvettes.com)

**Secretary: Andrea Smothers**

503-435-9918

[secretary@willamettevalleycorvettes.com](mailto:secretary@willamettevalleycorvettes.com)

**Treasurer: Kelly Smothers**

971-241-3953

[treasurer@willamettevalleycorvettes.com](mailto:treasurer@willamettevalleycorvettes.com)

**Historian/Webmaster: Ken Arck**

503-678-6182

[historian@willamettevalleycorvettes.com](mailto:historian@willamettevalleycorvettes.com)

OR

[webmaster@willamettevalleycorvettes.com](mailto:webmaster@willamettevalleycorvettes.com)

**Member-at Large: Andrea Massey**

503-881-2387

[memberatlarge@willamettevalleycorvettes.com](mailto:memberatlarge@willamettevalleycorvettes.com)

See the new  
"recently divorced"  
Barbie doll you  
can now get?  
She comes with  
Ken's Corvette.

## MEETING MINUTES

### WILLAMETTE VALLEY CORVETTE ASSOCIATION

AUGUST 6TH 2020

**Meeting called to order by President Stan Czerniak at 6:30pm**

WELCOME!!!

**Members Present: 19 dial-ins, 28 ish total**

**No New members to vote on:  
Two potential members:  
Mark McKay & Larry Cameron**

**Birthdays:**

1 - Jim Jacks

4 - Pat Peters

14 - Rich Graham

17 - Buzz Blogg

20 - Janet Kreiger

30 - Sue Thompson

HAPPY BIRTHDAY!!

**Minutes Report:** No objections to last month's minutes.

**Treasurer's Report:** Kelly Smothers

Amount in Checking:  
\$4,389.88

Amount in Savings:  
\$10,610.06

Amount in Petty Cash: \$141.00

Total All Accounts: \$15,140.94

August Non-Profit corporation renewal paid \$50.00

No Objections – So Adopted  
**President's Report:** Stan Czerniak

Keep coming up with impromptu cruises or flash cruises: Don Chandler mentioned two Wal-lery's pizza cruise-ins this month. Several of us attended the wedding for Kent and Alicia in Silverton to make sure it happened. ;)

Sublimity Car Show and shine update: Andrea and Kelly Smothers won Covid Classic with their C7- Joe and Pat Peters won the Pandemic award.

Car show Corona Car Show - 2700 Portland Rd, Newberg, 9-2pm Aug 15th \$20.00 at the show. Meet @ Brent Wilson's office @ George Fox College.

Corvettes on the Columbia is canceled this year.

A note for closet Mopar Fan's = August 9-Sept 27, every other week, 8-10 Mopar, Coffee and Cars and more Coffee and Cars @ Urban Grange cafe and bakery in Salem.

Fast Freddy's Freedom Car meet in Dayton 6-8PM, (no date mentioned) courthouse square, all cars welcome - (Cont' page 4)

(Cont' from page 3)

VP Report - Shane Massey

**August 8-9 - Cowboy Dinner** cruise, with overnight stay in La Pine at the Best Western. - great time had by all.

Jacket night **August 19th** at the Fort Hill Public House. 28 members going.

**August 22** - 11-3 club picnic at the Kreger's. 19 people have RSVP'd.

Southern Corvette Association car show early September 19. Jim Sigel show and shine.

September Cars and Coffee is unknown at this time.

If you are interested in signing up for events or committees you can also email Shane Massey.

[vp@willamettevalleycorvettes.com](mailto:vp@willamettevalleycorvettes.com)

Stan expressed his appreciation for Julie Hughes who has put on two cruises in the last month.

**Salem Auto Club Council (SACC)** Notes from Wayne:

No update

### **Bowling Green Update:**

26th Anniversary Celebration September 2-5 see [corvettemuseum.org](http://corvettemuseum.org) for events and times.

### **New Business**

As discussed at our Tuesday night general membership meeting, we will be supporting KFC/A&W, one of our Glass on the Grass Sponsors with *a Cruise-in at 3937 Devonshire Ave NE, Salem, OR 97305 from 1200 PM – 2 PM, 15 August. Jennifer Anderson.*

Stan - May need to look at alternative locations to meet if Capitol Chevrolet does not want us back. Potential meeting places discussed.

Joe Peters mentioned having a cars and coffee at Regis High School with other club members?

Dan Motley mentioned a good deal for his roof racks for WVCA members.

Stan gave an update on his C8. It made it to Portland. Arrived at the dealer 11 August.

Trivia = From 1963 to 1966 an american sports car was built entirely with american parts

based on a corvette drivetrain and produced to compete with Carroll Shelby's Cobra. It is not the 63 GrandSport - What car is it? Bill Thomas - Cheetah.

Meeting dismissed 7:30



**Congratulations Kent and Alicia on the first day of the rest of your married lives! You have a good omen visiting as well.**



## Mid Engine Monthly Update: News On Both The 2020 & 2021 Years (John Elegant)

It is probable that the 2020 C8 production year does not end until around Thanksgiving; if confirmed this supports a statement attributed to a GM dealership General Manager that 2021 production will literally not start until January.

We await the start of the 2021 model year in terms of hard, official information from the GM Owners Guide. But if you are reading this after July 27th, the Owners Guide will now be public; also, if you are reading this after July 30th, the first batch of 2021 Corvette allocations has been given to dealers and they will have matched them with their first 2021 customer orders. 2021 allocation levels are expected to be the same as those original estimated to dealers back in early September, 2020 for the C8's first year -- but that too is not yet GM confirmed.



Speaking of waiting, we cannot wait to see the very first Red Mist Metallic Tintcoat (option code GPH). This picture could be very close, but could it be a photoshop. It's close to it nevertheless. However we do know a fair amount of what RMMT looks like. I had a conversation with the Corvette Color and Trim Manager five months, and while he would not confirm to me when I guessed when I then asked him, "Am I correct that the new 2021 red looks a lot like both the C5's Magnetic Red Metallic II and the Crystal Red Metallic," the look on his face was "yep!" — but of course he properly would not confirm that

since it was not public info at that time. We also know that it is so beautiful that Exec. Chief Corvette Engineer Tadge Juechter has chosen this color for his "captured test fleet" (CTF) car.



Also there will be a new 2021 color is Silver Flare Metallic (option GSJ) which Tadge calls "liquid metal." Separately, we have confirmed that there is a known is a specific major, mechanical 2021 advance, a new suspension option FE2 which couples mag ride for the entry version (no Z51 required). Also new is that Apple and Android is wireless for the upcoming year. Here's the complete GM 2021 press release. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/163168-2021-c8-officially-announced-with-first-picture-of-silver-flare>

Already confirmed from a GM teaser video and partially from that above GM release are the 2021 new stripe colors of orange, red, yellow and blue. They will be joining the 2020's Carbon Flash Metallic, Midnight Gray and Sterling Silver stripe options. And a very different hood stinger stripe...

Lastly for 2021 will be two 3LT seat combinations called "Strike Yellow/Sky Cool Gray" and "Leather Jet Black with Sky Cool Gray."



If you wish to join the discussion of these new colors and options and see GM's 2021 teaser video, it's here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/162484-such-a-tease-such-a-tease>

A picture of a 2021 HTC in Silver Flair Metallic – or is this also still a photoshopped one? It's close! Want to have a fun weekly Corvette experience? And do it whenever you choose? Most of all listening to each one is BIG FUN! The relatively new

“Corvette Today” podcast is available all the time, though each week's new episode starts on Monday Monday. Past interviewees have included the # 1 Corvette salesperson ever Mike Furman of Criswell (who has sold just under 5,000 of them), Reeves Callaway, Keith Cornett (“CorvetteBlogger”), Jeremy Welborn and more than ten other Corvette community notables. The great interviews are conducted by Steve (Bell) Garrett — the President of the Corvette Club of Kansas City, a 40+ year DJ on “the” rock station in Kansas City, a professional sports announcer and much more. Find all the episodes here, choosing in what order you wish to listen to them, though as there are now ten different ways to get to them, here's a broad link to give you the most options: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/140039-listen-to-my-new-weekly-podcast-called-corvette-today-released-available-now>

Need your C8 fix while you wait for yours to arrive, or just a C8 model for your Corvette cave. Blue and red ones @ \$20 are here: <https://corvettestore.com/2020-corvette-stingray-124-diecast-model-die2020srcp3/>

Already more C8 have been manufactured since the May production resumption than all those assembled prior to the May 16 Covid BGA shut down, e.g., around 6,000 at this time. With an estimated total 2020 C8 production being 20,000 total units, the start of the second shift at BGA cannot come soon enough. Perhaps starting soon after some of you are reading this...

Thanks again for tuning in. I am always available to do my best to assist, by your private messaging me as “John” at: [www.MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com)



## A Little about me

By: Paul Ennor

What a boring summer this year has been! As I began to try to come up with some subject (any subject) to write about for the August Glass Sass I have to admit that my mind came up blank probably because this summer has had nothing memorable to write about. Even my camera which usually contains tons of pictures every month is almost empty. The editor sort of gave me an idea earlier in July that I might want to write a short autobiography to introduce myself to new members who might not know much about me. Several years ago, I wrote and published a lengthy autobiographical piece but that was so long ago that most who read it back then have most likely forgotten most of it and newer members never

saw it. So, I thought I'd dig way back in my personal history tell a little about myself and write about my interests in automobiles and how it took me into the Corvette hobby.

I'm a Salem native, born in Salem Memorial Hospital in May of 1948 to Ralph and Charlotte Ennor, both WWII Marine Corps veterans. Dad moved to the Willamette Valley in 1917 as a 5-year old child. He attended School in Salem and Graduated from Salem High in 1929. After being discharged from the Marine Corps in 1946 he married my mother, also a Marine he met during their discharge and he moved her back to his boyhood home of Salem where they bought a lot in West Salem and together built a new home, doing all the construction themselves over a 5-year-period. I mention this only so you can appreciate that my roots are in Salem and my upbringing was one where I learned self-sufficiency, and a work ethic. I learned to do most things for myself and not hire professionals by watching my parents.

This served me well as I began getting interested in cars. So, let's move now to my interest in automobiles. I was always mechanically inclined. When I was in grade school, I watched my dad work on all sorts of things. I was probably about 12 when I tore down the engine in our old Howard rototiller, replaced a head gasket cleaned it up and got it running again. From that experience I learn how an internal combustion engine worked. This served me well when I turned 15 because our next-door neighbor told me that I could have a broken car that he had laying on its side in his pasture if I wanted it but that it needed a transmission. We managed to tow it to our garage where I removed the broken transmission with dad's help, we found a replacement in a junk yard for \$40, installed it and I had my first car although I didn't have a driver's license yet.

My first car was a 1957 Simca, an odd 4-door French import with a 4-on-the-tree and 40hp 4 cyl. engine. I worked at a mink farm just down the road from our house that summer making 75-cents an hour and saved enough money to paint my "new car".



I believed that cars should look good so I painted it myself in dad's garage. Meanwhile I turned 16 and got to DMV within days of my 16<sup>th</sup> birthday where I got my driver's license. I had wheels and a license! This made me popular with the neighborhood kids. We lived 3-mile out in West Salem but were attending South Salem High because that's where West Salem kids were sent in the mid-60's. We all had an aversion to walking a quarter mile to get on the bus for a 40-minute ride to school. As the only one with a car I became the Uber driver for myself, Betty, Nick, and Caroline during the rest of our high school years. My old Simca destroyed another transmission in the summer of my Junior year and I disposed of it.



I replaced my little French car with a '58 Chevy I found for \$199 on a local used car lot. I really wanted a '59 Plymouth they had for the same dollars but my father objected because the Mopar had a V8 engine and according to Dad, "nobody, especially a kid needs a V8 engine". So, I settled for the Chevy because it had a straight 6, and a 3 on-the-tree which Dad was OK with. It needed paint which I again did myself one afternoon in Dad's garage.



This started my life-long dedication to the Chevy brand. I drove this '58 through the rest of my Junior and senior years in high school until it began to use a lot of oil and someone offered me a good price for it most likely because it looked good.. I had never given Corvettes the slightest thought. The first time I even saw a Vette was when the class president was given a new 1966 Corvette roadster for his 16<sup>th</sup> birthday. I obviously lived in completely different zip code from that guy. I had a \$199 Chevy I bought myself and Corvettes were the furthest thing from my mind and high performance wasn't even on my radar. I only needed transportation but it had to look good, and most importantly be affordable.



In the fall of 1967, I was enrolled in what is now Chemeketa Community College. As my college years began, I needed reliable wheels to get to and from school daily. I found a 1959 Impala 348 Automatic for under \$400 and drove that until I graduated. Something about that '59 Chevy stuck with me for years though because I've owned two more over the years, including a



'59 El Camino. I like those fins! After Graduation in 1968 I landed a job with the Oregon Department of Forestry which became a career that lasted 30-years until retirement in 1999. I thought I was making "big bucks". I felt richer than I'd ever felt before. I was grossing \$500/mo. Which was great wages in 1968. I moved out of my parents' home and rented an apartment in South Salem.

I wanted a new car. I thought I could afford a brand-new car for the first time in my life. I priced out a 1968 Camaro SS-396 at Cap Chev for \$4000. Corvettes still didn't even register on my radar though. When I told my father what I was thinking about buying he almost came unglued, "You damn fool kid! What's the matter with you? \$4000 for a little car and one with a V-8 engine to boot! Are you nuts?" I can't even imagine what he would have said if I'd looked at a Vette. I went looking for a car that my dad might think was reasonable but one that matched what I wanted, reliable, low miles, good looks and a 4-speed



I found that compromise in a 1966 Corvair Monza on the De-lone Olds used car lot. Again, it was a Chevy that caught my eye. I

drove the heck out of that Corvair. I drove it everywhere. It went all over Oregon and to Reno for a summer job a couple of times. It was a blast to drive. The weight distribution with engine in the rear and the trunk up front was perfect. (think a poor mans C8 experience)

Those '65 and later Corvairs had Corvette type independent rear suspension unlike the first '60-'64 models which Ralph Nader called unsafe at any speed. These later years drove like a Vette but without the horse power. Plus, they were sporty looking. I still love the looks of the '66-'69 Corvair. Why I ever sold that car I don't know, but I did sell it to my brother



really wanted it and who drove it almost another decade. Between us we put well over 150,000 miles on her.

After my Corvair was gone I was back looking at Camaro's again.

I decided to ignore my father and I finally bought a used 1968 Camaro Z/28 in 1971 because I just loved how that car looked. This was my first experience with anything high performance. The '68 Z/28 had the legendary 302 Chevy small block V-8 racing motor. Sorry Dad! It cranked out way over its rated horsepower

290hp. It was a beast to drive. The fastest I ever drove was in that Camaro. I pegged the speedometer and the 302 was still accelerating and pulling hard when I lost my nerve and backed off. It was all horsepower and no torque. I hated driving it in town. I burned out two clutches in city traffic.

Mine was a lemon. The holley carb leaked all the time. It burned up its wiring harness once. Bent a push rod. I guess you'd say I sort of didn't like that Camaro. But I wish I had it back today so I could auction it off. I just found one almost like my old one going for \$70,000 on the Internet. I got \$1200 for mine when I sold it to buy a new '73 Corvette back in 1973. Now let's see how I got hooked into the Corvette world:

In late 1972 I got the Corvette bug really bad. While many would argue that my '68 Z-28 Camaro was quite a desirable car, it was by no means a Corvette, plus all of the guys I was hanging around had Vettes. I had been looking at used Vettes, but the prices on the used ones were going up fast at that time and the days of the \$1200 '63 Vette were over. Used Vette prices were actually getting close to the cost of a new Corvette. In 1972 and '73 the base price for a new Vette was only about \$5300.

Well, I say only because that sounds so cheap today. In 1973 you could have bought a Cadillac for about the same bucks, or bought two Chevy Impala's or three Chevy Novas for that much. But I wanted a Corvette! In late 1972 the 1973 model Corvette advertisements started to show up in magazines. The new clean look of the '73 Vette had me lusting for one of them. I wanted a medium blue convertible with a black interior. I picked up the brochures and penciled out the options that I wanted and looked at the cost of each option and figured out what I had to have and what I could live without. I had serious Corvette lust, but I wasn't quite ready to make that kind of monetary commitment, not just yet anyway.

The final straw came when I burned up the engine wiring harness in my Camaro and had to fix that car yet again. In the 18 months that I had owned that car I went through 3 clutches, 2 push rods, and then an engine wiring harness. I was sick and tired of that Camaro lemon and I wanted something else, and what I wanted more than anything else in the world was a 1973 Corvette!

So, on a cold wet night in January of 1973 I walked into Capitol Chevrolet to order a new Corvette. I had a good job and I figured I would be able to handle the payments on one, even though the cost was kind of high, over \$5500 for what I wanted! I was going to do this without consulting my father whom I knew would say something like, "What in the &## do you want with one of those plastic cars, and with a V8



engine to boot! What the #\*@% the matter with you boy”?

So, at 25 years old I walked into Capitol Chevrolet, asked for Dutch, a salesman that I knew my family had dealt with before, and I sat and waited for him to come to the floor. It was a dark, cold, wet winter evening and I sat for quite a while waiting for him. The receptionist told me he was with another customer. After a while Dutch came walking out of the closing room followed closely behind by... my mother! What are the chances? It seems that Mom had decided to go down and order a car the same night that I chose to order my Vette. Neither of us knew what the other was up to and Dad didn't have a clue that either of us was buying anything, let alone a car. So, Mom ordered her new '73 Vega and I ordered my new '73 Vette. As I remember, she had her Vega in about two weeks. It was to take a lot longer for me to get my Corvette.

I had put down the whopping sum of \$100 and filled out an order form to order my new Vette just the way I wanted it from the factory. It was to be a medium blue metallic roadster with both a hard top and a soft top, an L-82 small block V8, 4-speed transmission, and not much else. No air conditioning, manual windows, just your basic performance Corvette without so many options that the payment book would break my bank.

I was only a lowly State Employee and I had to keep the price down so I could afford the payments. I negotiated a price of \$5500 and change for what I ordered, put down my money and waited while the order was sent to the Corvette plant in St. Lewis where they would build my new Vette. So, I waited and I waited and I waited. When I'd call Dutch he'd tell me that Chevrolet still had the order in their system and not to worry because St. Lewis was a low volume facility and it took time to get a Corvette built.

After 5 months I started to wonder if I'd ever get my new Vette. It was May and I still hadn't heard a word that my Vette was on its way. Then in late May Dutch called and said, "I have some news about your Corvette". "Great", I said, "Is it on its way?" "No", said Dutch, "Here's what happened. There was a strike at the Corvette plant this winter. Chevrolet had to cancel 3000 Corvettes from the production and yours was one of them." My heart sank... They didn't make my Corvette... I was crushed... I said to Dutch, "Well, I guess I'll come down and get my \$100 back."

I was about as down as a person can be when I made that statement. "Wait just a minute", said Dutch, "We have four new Corvettes on their way from the factory that are not spoken for. You can have your choice of any of those for the price we agreed on. They are all T-tops and all of them are automatics, do

you want to see them?" My answer was quick and to-the-point, "NO, I don't want a T-top and don't want an automatic. I only have two requirements in a Vette, it has to be a roadster and it has to have a 4-speed. Other than that, I'm willing to compromise everything else. I'll be down to pick up my deposit and I'll look for a used Vette somewhere." Dutch came back with another offer, "You can convert your order to a 1974 model and we'll guarantee that you have the first '74 in Salem." I responded, "No, I don't think so, there are rumors that the '74 will be a different body style and I don't even know what it will look like. I'm not willing to do that. I'll just come get my deposit."

Again, salesmen will be salesmen. Dutch came back with, "Well, we do have one other '73 Corvette. It's our demo, it's a roadster and it has a 4-speed but it's red, only has a soft top and it has the big engine, the 454, in it." I said, without any hesitation, "I want to see it!" Dutch said that it was out at Capitol Toyota on Mission, that a sales manager out there was driving it. To this day I still have no idea why a Toyota sales guy was driving the companies Corvette demo unless he knew a good car when he saw one and what he was selling was not one of those. Capitol Chevrolet was downtown at the time while their Toyota lot was out on Mission Street, but arrangements were made to get the demo Vette downtown for me to look at an appointed time.

I drove up to the front of the dealership and there it was, parked in front, a red roadster with the dark red interior that Chevrolet called Oxblood. The sun was shining and the top was down. I met Dutch at the door. He said, "There it is!" I said, "Can I drive it?" Dutch said, "Well, it's a high-performance car, you might have some trouble driving it." I pointed to the Z-28 I drove in with and said, "I think I can handle it." He handed me the keys and told me to take it for a spin, by myself no less. Thus, I took my first drive in that Vette and it was love from the first time I turned the key.

I'd never driven a big block before and I'd actually never driven a Vette of any kind before either. I'd ordered one without ever sitting behind the wheel. I liked everything about this Vette. The engine was smooth, had lots of power and was forgiving of even stupid mistakes like starting out from a stop sign in 3<sup>rd</sup> gear, something that my Camaro would have simply refused to do.

I drove back to Capitol Chevrolet, parked in front and walked in with what must have been the biggest grin anyone had ever seen on my face. Dutch was standing there and without even waiting for him to ask I said, "If you'll give me this one for the same price as the one I ordered, I'll take it!" Salesmen will be sales-

men, as I said before. "Well I don't know", said Dutch.

"This one has more equipment than the one you ordered." "Well yea..." I said, "but this one doesn't have the hard top and it has 3000 miles on it and it's your demo." Dutch replied, "I'll have to talk to Les Green and see if he's willing to sell it that low". I sat and waited. I suppose that I'd have paid more to get this red Vette, but I was already over-extending myself and besides it was really a used car and not exactly the car that I wanted, but I did love it, and I wanted it, and... God I hate buying cars! Dutch was in the boss's office for all of 45 seconds when he came back and said; "Les says you can have it for your price. Let's go fill out the paperwork." I followed him to the closing room. The only unsettled piece of business is what Capitol would allow me for a trade-in value on my Camaro.

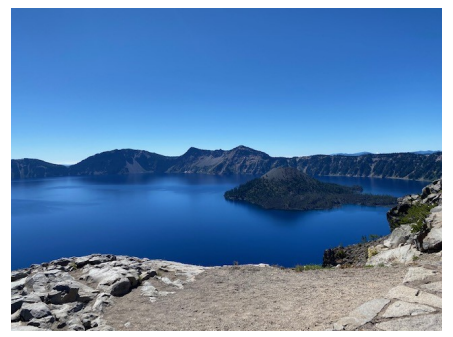
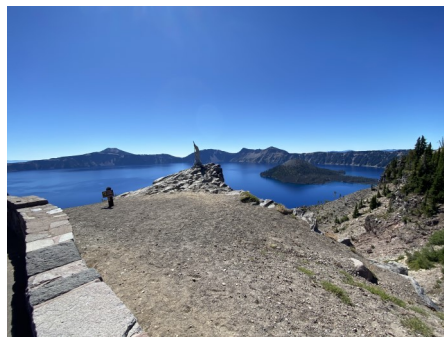
They only wanted to give my \$1200 for a low mileage five-year-old '68 Z-28 Camaro. I was sure that I could do better. I told them that I would keep the Camaro. We worked out the financing on the Vette, and I took it home, returning a little later to pick up the Camaro. I was so sure that I could sell it for \$1900 or so that I put a sign on it and parked it all over town. I didn't spend a lot of time marketing it at first; I was too busy enjoying my new Corvette.

By the time it dawned on me that I needed to get rid of the Camaro and get my money out of it, the oil embargo of 1973/74 had started. Nobody wanted a car that got 11 MPG on the best 100+ octane super premium gasoline you could find. I ended up selling it in early 1974 on a consignment lot for... you guessed it... \$1200. And I had to give the lot 10% commission on the sale to boot. I guess I should have just traded it in to Capitol Chevrolet in the first place. I still own that '73 Vette but there's a really long "other story" about why it's still in my garage after I suffered a stroke that rendered me incapable of driving with a clutch anymore.



**C**ongratulations to WVCA Members, Andrea Smothers and Kelly Smothers for winning the "Corona Classic Award" with their beautiful 2015 Laguna Blue Tint Coat exotic looking Stingray! And to Joe and Pat Peters, "Pandemic Pick Award" with their nice 2018 Long Beach Red, Grand Sport, at today's Summerfest Car Show!!! There were 324 registered cars at this show! Nice job to all of you!!!





## Cowboy Dinner Tree!

A bunch of beautiful Corvettes and their loving owners had a great drive to LaPine and Silver Lake for a HUGE dinner, and most of us brought enough leftovers for the NVCA picnic!

Great fun and some new members joined us as well, It was about a 600 mile R/T, but traffic was good and most roads were clear and good as well.

In addition, Rog and Buzz detoured on the way home to see Crater Lake and Diamond Lake. It was well worth the detour. We were glad to see the participation for this event was excellent and thanks go out to Julie and Dave for the guidance, trip planning and goodie bags!

## 2020 Standing Committees

Carousel III Glass on the Grass Car Show June 22nd 2021

TBA (Chair) Dan and Jennifer Anderson Lucky King Bob and Annie Koenig  
Ken and Vikki Arck Stan Czerniak Julie Hughes Sandra Kafka  
Shelly Paddock Wayne and Janet Kreger Sandra Stark  
Robert and Kathleen Ridge Roger and Maryann Burgess Steve Halverson  
Kent Muhle Special Advisor

### Budget

John Elegant (chair) Julie Hughes Jim Tiano Jennifer Anderson

### Activities

Shane Massey (chair) Stan Czerniak Shelly Paddock  
Ken and Vikki Arck Andrea Massey and Roger and Maryann Burgess

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

Place  
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Here