

WILLAMETTE VALLEY

CORVETTE ASSOCIATION



**CORVETTES**  
Salem, Oregon



# GLASS SASS

VOLUME 40, ISSUE 2 FEBRUARY 2018

February should be a great time to get 'em out of the garage and clean 'em up so we can start the Cruising season in March. Weather has been good to us this year and we can have some nice outings earlier than usual, so Gentleman (and ladies) START YOUR ENGINES!!!!



**President**  
**Julie Hughes**

I was sitting in Capital Chevrolet waiting for my baby to be done, thinking how fast the first two months have gone now that the holidays are over, we can start thinking about Valentines day with our loved one, and of course where we are going to be going for our cruises. The activities committee has been very busy filling up the weekends with day cruises as well as some overnight cruises. We have a lot to look forward to this Corvette season. And don't forget our 50<sup>th</sup> Birthday and the Show and Shine "Corvettes at the Carousel". Please be sure and read your Glass Sass for up-and-coming events as well as much needed changes that we are making to the By-laws and the Constitution. The WVCA Board of Directors has been working very hard to make the changes that are needed to make this a well-oiled machine. If you have any suggestion you would like to see please don't hesitate to bring them to our attention.

We have Valentine's Day coming up and thought we could go to Madison Delaney for Sunday brunch. I know it sounds good! We thought we might have a dual brunch with Mt. Hood Corvettes, so we are set for Sunday February 11<sup>th</sup> at 11:00 am, there will be sign up sheet available at the February meeting.

Remember to check the activity calendar on our Web site for up and coming events. You might like to submit an article to the Glass Sass on anything you would like to write about.

**INSIDE THIS ISSUE:**

<b>PRES/VP</b>	cover
<b>MINUTES</b>	2-3
<b>PAUL ARTICLE</b>	4-5
<b>By-law and Constitution Revision</b>	9-11
<b>Calendars</b>	11-12



**Vice President**  
**Kent Muhle**

The bulbs in my yard are starting to push up little spears of green and you know what that means? Show season is right around the corner. Wayne and I visited the Left Coast Sha-Bang car show on Friday the 2nd to get some inspiration for our Corvettes at the Carousel show on June 16<sup>th</sup>, and it was an interesting event.

I'll state right up front that I'm NOT a car show guy. Back in the 60s we used to say "If it don't go, chrome it!" And boy howdy, did I see a lot of chrome there! I had a conversation with a very nice man who was furiously polishing his ride. He pointed out that the car had 650 HP. I asked him if he'd ever been down a racetrack to see how fast it was. He looked at me like I had just slapped his wife! Not sure what the point is to having serious power if you don't use it. Honestly, the guy could have had 300 or 3,000 HP, he was still going to drive it like a grandma and polish it like a long lost lover. And he was VERY serious about the show.

At the other end of the spectrum, was a late 30's dodge pickup that hadn't been washed since, well, probably the late 30's. It was rusty, unsafe, sat right on the ground, weighed probably less than 2,000 lbs and had the ugliest lump of a twin turbo mopar engine you've ever seen proudly *(continued on page 5)*

**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

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

**Vice President: Kent Muhle**

503-680-2907

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

**Secretary: Tom Paddock**

503-409-6115

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

**Treasurer: Jennifer Anderson**

503-602-1615

[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: Kathleen Ridge**

503-623-3300

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

You do not really understand  
something unless you can  
explain it to your grandmother.  
– Albert Einstein

## **MEETING MINUTES**

### **WILLAMETTE VALLEY CORVETTE ASSOCIATION**

FEBRUARY 1ST 2018

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

Guests: none present

Members Present: 28

**Birthdays: Robert Ridge 15<sup>th</sup>, Betty Jacks 22<sup>nd</sup>**

Minutes Report: Tom Paddock

Changes to previous minutes: No changes requested

Motion to accept as published/ with changes by: Bob  
Koenig

Motion seconded by: Robert Ridge

Vote by membership: unanimous

Treasurer's Report: Julie Hughes (Jennifer Anderson was unable to attend)

Amount in Checking: \$ 2,247.80

Amount in Savings: \$ 3,208.77

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 5,467.57

Motion to accept presented by: Vikki Arck

Motion seconded by: Kathleen Ridge

Vote by membership: unanimous

Activities Report: Kent Muhle

Upcoming Activities:

February 11<sup>th</sup>: Valentine's Day Brunch, 10:30 am at  
Delaney Madison Grill, 5745 Inland Shores Way N.  
Keizer OR Hosted by Julie Hughes

February 21<sup>st</sup> : Jacket Night, 6:30pm at The Gallon  
House, 219 Oak St Silverton OR Hosted by the Pad-  
docks  
Meet at Harbor Freight parking lot 4675 Portland Rd  
NE Salem OR for 6pm departure.

If you are planning on attending the High Desert Show in  
Bend, register ASAP, space is limited and filling up fast.

50<sup>th</sup> Anniversary Celebration: Kent Muhle

The 50<sup>th</sup> Committee met and there has been a lot of progress.  
The flyers and entry registration forms are done and can be  
downloaded from the website.

Kent Muhle and Buzz Blogg have designed info cards to

leave on other Corvettes and letterhead for use in sponsor requests.

The categories and trophies are getting sorted out and the first registration has been received. Members are being asked to reach out to as many Corvettes enthusiasts as possible to help support the event.

There will also be a need for items for goody bags and raffle prizes. Also sponsoring businesses would be able to set up a table and tent for a \$40 fee.

SACC Review: Wayne Kreger

WVCA will again sponsor a stop at the April 21<sup>st</sup> Cherry Blossom Run and the Hitching Post will host. This has been a fun event in the past and is sure to be a hit this year too. Wayne also talked about the May 19<sup>th</sup> Iris Festival Parade in Keizer OR, more details later.

Website Review: Ken Arck

A fix is in the works for the Google maps showing the location of events.

Glass Sass Review: Buzz Blogg

Needs articles please! Any kind of information will be appreciated.

Clothing/ Apparel: Al Manrubia

Looks like the hats will be around \$13.50 with embroidered logos. Shirts may be too expensive so Lucky King suggested using a logo on the front pocket area to lower cost. Julie Hughes showed a WVCA 35<sup>th</sup> anniversary shirt that is going into the case at Walery's Pizza.

Bowling Green Update: Stan Czerniak

The new Corvette ZR1 beat the track record at Virginia International Raceway, set the previous week by the Ford GT, by over 1 ½ seconds.

Preparation is starting for the 2019 Corvette Caravan to Bowling Green Kentucky. A few members are planning on going.

Old Business: Kent Muhle

Bob Koenig and Wayne Kreger volunteered to get the WVCA items from the Tuttle's garage.

New Business:

The board met and after reviewing the Constitution and By Laws, there are some possible revisions. After discussion each revision was voted on by the members present and the next step they will be published in the Glass Sass and voted on at the next meeting.

Open Floor: none at this time.

Tech Time: It was mentioned that a tech day might be a good idea, for upgrades or repairs. There may be more discussion later.

Trivia: How many times has the Corvette been the Pace Car at the Indy 500? Kent Muhle answered correctly with 10 times.

50/50 Drawing: Roger Burgess

\$ 50 to the club

\$ 25 to drawn by: Ken Arck with Tim Walsh winner #1

\$ 25 to drawn by: Wayne Kreger with Annie Koenig winner #2

Meeting adjourned by Julie Hughes





In August of 2002 Capitol Chevrolet held what they called a Jubilee celebration at their Mission Street location. WVCA was the major sponsor for car show. I sure wish I could remember why 2002 was such a jubilee year but for the life of me I can't remember why we put out all the effort to sponsor this show. I do remember designing a T-shirt for but I can't find my old copy of that shirt either. But from the pictures it looks like we had a good time and invited other Chevy owners to participate as well. Enjoy the attached pictures anyway. *Paul Ennor*







Here we sit in 2018 looking forward to the C8 mid-engine Corvette. This got me to thinking back to a time when "Cn" was not used to describe various Corvette model year groupings. When WVCA was formed in 1968 and actually all the way up until 1984 or so, the terms used for the various groups of Vettes were: 1. **Straight Axle- 1953 to 1962** 2. **Mid-Year - 1963 to 1967** 3. **Late model - 1968 to 1982**

Then along came the 1984 and nobody could agree on a nickname for those. Worse, Autocross and Concourse classes were all based on old groupings. Somewhere in that early 80's time the term C4 started to be used to describe the new Corvettes. A necessity I guess but it lacked a colorful description. Fast forward to today and we end up with the original three group names almost forgotten and replaced with C1, C2, and C3. I'm sure it's a more accurate description but I long for the simplicity of "straight axle", "mid-year", and "late model". Today I still find it difficult to tell the difference between a C6 and a C7 by sight at a glance. Soon we'll add the C8 and on and on. That's progress I guess but this old man still longs for simpler days when I could identify a almost any Corvette with only a side glance in the corner of my eye and know immediately what group it belonged to. *Paul Ennor*



...and here is our brick at the National Corvette Museum in Bowling Green. Paul took this picture in 1999 and next time anyone is there, it might be nice to have a couple more pics so we can get an idea of where it is in the scheme of things.

*(continued from page 1)* dwarfing the rest of the car. There was nothing to polish, except the giant grin on your face after driving this Nader Nightmare. I asked him if he knew how much power he was making and he just smiled and said "a lot". He drove it in, parked it, and that was it.

I can't wait to see what kind of entries our show brings. I'm always interested in how people personalize their cars; Especially Corvettes. I'm sure we'll see the whole range, from tricked out show cars to "survivors". I've seen some solid axle gasser recreations recently, but a Corvette rat rod? Bring it!!



Have you ever heard of a Corvette Station Wagon? I can't believe they would cut up the Corvette to look like the station wagon of old. Well, Callaway did, they call it the AeroWagen. It's really not a station wagon because there are no extra seat due to the Corvette Chassis. Callaway wanted to make a C7 Corvette Shooting-Brake Conversion, this took almost 4 years. Nothing ever happens over night. Here is what it looks like. Its actually a cool version, I like the look.

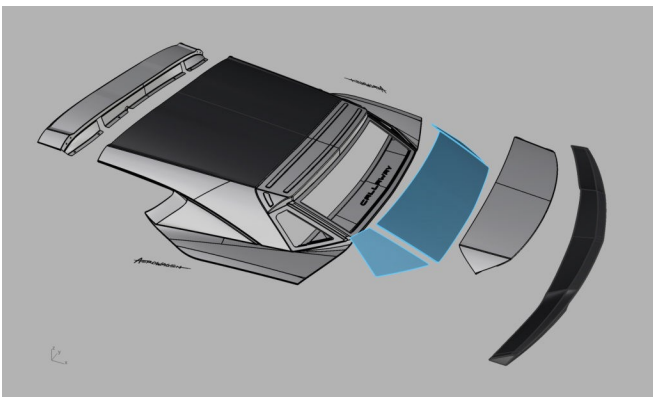


This conversion package cost \$14,990, which includes:

- Hatch Assembly, • Upper Spoiler • Halo Bar • Tempered Glass • Rear Spoiler • AeroWagen Badging OEM color paint and installation.

Remember this conversion is only for the C7 components can be fitted to the standard production C7, the Callaway SC627 Stingray or Grand Sport, or the Callaway SC757 Z06.

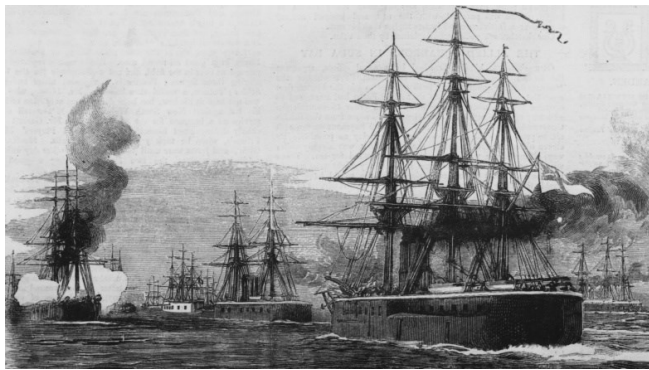
AeroWagen package components are supplied ready to assemble. See package below:



I know your all wondering what does a shooting brake mean? Shooting brake" began to be used to categorize custom-built two-door station wagons using chassis of established luxury or sports cars. There will never be a 4-door version, no rear seats and no plans by Chevrolet to build a 4-wheel drive.

Thank You Julie for this interesting article! (ARS Technica.com)





The word "corvette" might now be synonymous with the American sports car, but it spent a lot longer applied to something else entirely. "Corvette" is actually a French word that describes a class of small warship. The word is still used in that context throughout much of the rest of the world, but since most English-speaking navies don't actually use any seafaring corvettes these days, when confronted with the term, most people will probably think of the dry meaning before the wet one. And while other nautical terms like "battleship" and "frigate" would look a bit odd scrawled across the back of a car, "corvette" is one of the few that works, because like the car, the naval corvette is small, aggressive, and maneuverable—and uncomfortable on long journeys.

Production of the first model Corvette started in June 1953, but it wasn't actually meant to. A pre-production model of the Corvette had been exhibited at a New York motor show, and the response had been so positive, that Chevy decided to push ahead and capitalize on the buzz. As a result, only 300 were made in 1953, and they were all hand-built—but the numbers weren't the only thing that was limited. If you ordered a Chevy Corvette in 1953, your favorite colors had better be white and red, because that was the only combination available. White on the outside and red inside, or nothing. But since there were only 300 available, most people got the nothing.



Just because the outside had to be white, and the inside had to be red, didn't mean the owner of a '53 Vette didn't get some choices. Every car comes with options, and the first model Corvette was no exception; they just weren't very exciting. After spending \$3,498 on the car, you then got a choice of—wait for it—two options. Yes, two. But from a modern perspective, describing them as "options" might be a bit shocking. Because the first option, for an additional \$145, was an AM radio (nearly \$1,300 in 2016 money!). But hey, no one buys a Corvette for the sound system anyway, right? The second "option," for an extra \$91 (around \$800 today) was a heater. The car might have been built in Michigan, but it definitely wasn't designed by anyone living there.



The designers of the first Corvette might have been cautious with the extra features, but one thing they weren't cautious with was innovation. Right from the start, the bodywork of the Corvette was built from fiberglass. The car was initially intended to have an ordinary steel body, and fiberglass was only used on the show models as an expedient way to get them out the door. But by the time production of the vehicle started, Chevy had come to recognize the practicality of the then-revolutionary material and kept it in the design when assembly began in earnest. Many vehicle engineers of the time thought fiberglass was too weak to build a car body, and claimed it wouldn't stand up to serious impacts. But reassurances from

the fiberglass industry, and a few crash tests, put paid to early doubts, and fiberglass bodywork has been standard issue ever since. More recent models of the Corvette include parts made from carbon fiber, and while that might help reduce weight and increase the "Oooh" factor, unfortunately it also increases the number of zeroes you can add to the car's final price.

It's often claimed that the Corvette has been in continuous production since 1953, and that might be true. But just because it's been built every year since then, doesn't mean it's been on sale every year. There were so many issues with the development of the 1983 model, that after building 43 prototypes the production for that year was simply cancelled. All but one of the prototypes were either converted to 1984 models, or destroyed. The one remaining example of the 1983 Corvette is kept on display at the Corvette museum in Bowling Green, Kentucky. And either God hates it, or the Devil loves it, because it was almost lost to this world in 2014 when a sinkhole opened up under the museum, swallowing eight Corvettes.

The Chevrolet Corvette is a sports car, and like most sports cars, if you put your foot down things start to happen fast. Unlike most sports cars however, the Corvette knows how to do fast so well that it can do it backwards as well as forwards. For some reason, the 2014 Corvette Stingray is capable of going a surprising 53 miles per hour in reverse—which is about 53 times faster than most people want to do it. **Read More:** [http://www.grunge.com/14291/never-knew-chevrolet-corvette/s-life-started-in-the-ocean/?utm\\_campaign=clip](http://www.grunge.com/14291/never-knew-chevrolet-corvette/s-life-started-in-the-ocean/?utm_campaign=clip)

## 2019 Chevrolet Corvette ZR1 inadvertently sets lap record at VIR

BY

[KYLE HYATT](#)

JANUARY 31, 2018 4:50 PM PST

The beastliest Corvette ever is so fast that it set a lap record at America's toughest track with an engineer at the wheel.

When Roadshow boss Tim Stevens got to ride around Southern California's legendarily fast Big Willow circuit in Chevrolet's new ZR1, he confirmed all of our suspicions that the apex-predator Corvette was a stupid-fast car. Now, we have more than Tim's butt-dyno to go on because Chevrolet engineers managed to set a lap record of 2 minutes 37.25 seconds during validation testing at Virginia International Raceway.

Keep in mind that this was a stock ZR1 equipped with an eight-speed automatic transmission and ZTK performance package. The only modifications were racing seats, racing harness and a harness bar on which to anchor them. For those of you who were sleeping during our coverage of the ZR1 during the [LA Auto Show](#), it slots in above the already bonkers Z06 and features a new supercharged pushrod V8, dubbed LT5, that produces 755 horsepower and 715 pound-feet of torque.

In case you don't know, validation testing ensures that the finished product for a car lives up to the design specifications and engineering expectations. The [Corvette ZR1's](#) validation testing included 24 hours of at-the-limit-of-performance-and-likely-sanity track testing at VIR, aka the Nurburgring of America. This kind of testing is good considering all the trouble that Chevrolet had with the less-powerful Corvette Z06's cooling system when subjected to racetrack conditions.

The 2019 Corvette ZR1 is expected to retail for around \$120,000 before inevitable and insane dealer markups and will hit showrooms this spring. ([Cnet.com](#))

Before the [Chevrolet Corvette](#) was a staple of American performance and in the discussion of the world's most capable road cars, it was a (relatively) lowly straight-six powered European-styled roadster without any real domestic competition.

Two years after the Corvette's launch, [Chevy](#) introduced the venerable small block, and Ford launched its own two-seater, the [Thunderbird](#). While Ford added a couple extra seats to the Thunderbird in 1958 to further its sales push, Chevy didn't.

Instead, Chevy has built six other generations of a two-seat sports car. Along the way, the Corvette hit some bumps in the road (like in 1983, when the 'Vette just didn't see dealer lots) but also gave meaning to alphanumeric codes like Z06 and ZR1. With the announcement of the latest [755-hp Corvette ZR1](#) and the [rumors of the next-generation Corvette shifting to a midengine layout](#), it looks like the Corvette isn't going the way of the Dodge Viper (RIP) anytime soon. ([autoweek.com](#))



# Administrivia: Proposed Constitutional changes

Your Board of Directors met January 25<sup>th</sup> 2018, and among other tasks, took a look at the Bylaws and Constitution. According to our current Constitution (rev.3/2/2017) accessible via our website, the process for change is spelled out in Article X. Briefly, the remaining steps were that ten percent of the membership must approve the proposed amendments for ballot, which occurred at the February 1<sup>st</sup> 2018 general meeting. The next step, after this written notice through the newsletter, a 2/3 majority of ballots are required to approve changes. **The vote for Bylaw and Constitution amendments will be held at the March general meeting.** The proposed amendments were handed out and discussed at the general meeting 2-1-18, but again, here are our proposals and the thinking behind the changes.

## Article II: Purpose

The purposes for which the corporation (Association) is organized are to create esprit de-corps among Corvette owners and to further the general interest in Corvettes as a sports car.

The constitution incorrectly states our purpose as stated in our articles of incorporation. To be consistent across our documents we feel we should quote directly from those articles of incorporation. **We propose the following amendment;**

### *Article II: Purpose*

- 1. To Create esprit-de-corp among Corvette owners.*
- 2. To further the general interest in Corvettes as a sports car.*
- 3. To provide an organization for the exchange of technical information between Corvette owners, dealer and manufacturer.*
- 4. To encourage skillful handling and safe driving*
- 5. To provide social gatherings for owners with a common interest.*

## Article III: Members

### B. Honorary Members:

The Constitution calls for a 2/3 majority vote and ballot. **We propose the following amendment;**

***Change "2/3 majority" to "majority vote at a General Meeting", and change "Decision will be by ballot counted..." to "Decision will be by majority vote counted..."***

### *Article VI: Elected Officers*

#### *Section 6.2 Term:*

***Association officers will serve one year starting November 1.***

It is difficult making the transition to a new office, particularly when it's the holiday season and many of us are swamped with family or out of town. The election process can remain exactly the same, **but we propose the following amendment;**

***Change the starting date from November 1st to January 1st.***

# Administrivia: By-Law revision

Your Board of Directors met January 25<sup>th</sup> 2018, and among other tasks, took a look at the Bylaws and Constitution. According to our current Constitution (rev.3/2/2017) accessible via our website, the process for change is spelled out in Article X. Briefly, the remaining steps for changing the By-laws are that after this written notice through the newsletter, a 2/3 majority of the voting members present is required to approve changes.

The vote for Bylaw and Constitution amendments will be held at the March 1<sup>st</sup> general meeting. During the February 1<sup>st</sup> general meeting the issue of points was discussed at length, and the recommendations for the point systems removal are a result of the poll taken at that meeting. Here are our proposals and the thinking behind the changes.

## **Article II: Purpose (as shown in Articles of Incorporation)**

And then it goes on to incorrectly quote those articles. To be consistent across all documents, and within the Bylaws themselves, **we propose the following amendment;**

***Article II: Purpose (as shown in Articles of Incorporation) Refer to the Constitution. (The constitution has the same problem and has had the amendment approved for vote)***

## **Article III: Members**

### **Section 3.40 – Recognition of Participation (entire section)**

### **Section 3.41 – Member of the Year (entire section)**

### **Section 3.42 – Recognition of Member of the Year (entire section)**

Your Board discussed many ways of revamping the points program as we could not find a single supporter of the way it is now.

At the meeting it was abundantly clear that the members present wanted the whole thing scrapped, and in fact a poll taken to that effect was unanimous. The original intent was to encourage member participation. It was decided that we will encourage member participation by providing awesome opportunities to enjoy our cars and making every WVCA event an enjoyable if not downright exciting experience. **We propose the following amendments;**

### ***Article III: Members***

***Eliminate the following three sections***

### ***Section 3.40 – Recognition of Participation (entire section)***

### ***Section 3.41 – Member of the Year (entire section)***

### ***Section 3.42 – Recognition of Member of the Year (entire section)***

## **Article V: Finances and Dues**

### **Section 5.1 Finances**



A. The fiscal year of Willamette Valley Corvette Association will be from November 1st to October 31st.

To keep things clean and consistent, **we propose the following amendment;**

***Change fiscal year from November 1st to October 31st, to a fiscal year of January 1st to December 31st.***

C. Each November, the President will appoint a committee, assisted by the Treasurer, to prepare an annual budget for the next fiscal year. ....

We felt some clarification was necessary. **We propose the following amendment;**

***C. Each November, the incoming President will appoint a committee, assisted by the outgoing Treasurer, to prepare an annual budget for the next fiscal year.***

## Article VI: Officers

### Section 6.3 Responsibilities of Officers:

#### C. Secretary:

#### 7. Recording participation points as prescribed in section 3.4.

No point system, nothing to record. **We propose the following amendment;**

***Eliminate Article VI, Section 6.3, C, 7. regarding the tally of points.***

So there you have it. At the general meeting March 1<sup>st</sup> we will be voting on the proposed amendments to both the club Constitution and By-laws. These are the documents that govern our club: Your club. They are intended to help us run Club business smoothly and get down to the real business of enjoying and promoting America's only true sports car.



Our Secretary this year, Tom Paddock has the distinct honor to have the first C7 of 2018 with his 2018 Grand Sport Coupe, and it is a beauty. Tom joins an ever-growing list of Club members who have switched up to a C7, and I would be surprised if our Club doesn't have more C7's than most other Clubs in Oregon or even in the USA.

I can remember back in 2006 there were only 2 C6's (Buzz and Patrick Reid), and that was the 2nd year of the C6 run; apparently there was a pent-up demand for new wheels in the last 5 years!

Take a look at his new beauty!

# FEBRUARY 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Monthly Meeting	2	3
4	5	6	7	8	9	10
11 Valentine Brunch DeLaney-Madison 10:30 am	12	13	14	15	16	17
18	19	20 50th Anniversary Committee 6:15 pm	21 Jacket Night at The Gallon House in Sil- verton 6:30 PM	22	23	24
25	26	27	28			



# MARCH 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Monthly Meeting 6:30pm	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21 Jacket Night 6:30 pm	22	23	24
25	26	27	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 Vicki Arck

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

Place  
Stamp  
Here

