

WILLAMETTE VALLEY

CORVETTE ASSOCIATION



CORVETTES
Salem, Oregon

GLASS SASS



VOLUME 38, ISSUE 6 JUNE 2017

INSIDE THIS ISSUE:

PRES AND VP	cover
MINUTES	2-3
TIRE INFLATION	4
History of the Z06	5
AI Manrubia article	11
Burma Shave Trivia	12



President Julie Hughes

Hi All WVCA members. I have been looking back at the last three years as a WVCA member. I can honestly say I have had a fun exciting three years. You all have taken me places I would have never gone to by myself. Day trip to Astoria, overnight trip to the Dinner Tree, Lava Beds, and up the Columbia River to name a few.

And thanks to Kent Muhle for getting me involved in Auto-Cross. What an experience! I would have missed it if not for the encouragement of Kent. I managed to lower my times again this last month to 48.256. I think I am getting the hang of this event.

I also had help from Dave my friend who kept me on course. This isn't as easy as you might think. And now I am looking forward to the Rail Riders, the overnight trips, and of course the President's run for this Corvette season. I also need to Thank Liz Kraitter for getting me involved in this club. That one card started the ball rolling for me. I hope that every WVCA member takes our club cards with them and if they meet another corvette owner hand it to them.

And last but not least I want to thank all the member of WVCA for welcoming me into their hearts. I feel very blessed. The Activities committee is providing us with some events that I am looking forward to participating in this year. I hope you all participate in the summer events.



Vice President Dawn Gloeckner

Even though the first day of Summer is officially June 20th, it looks like it has begun already!

May Jacket night was hosted by Jim & Roxy Tiano at Grain Station Brew Pub was a success. There were about 20 members who attended. On May 20th we had a Great turn out for the Iris Parade and then had a fun time afterwards with a potluck at Kreger home. Thank you for all your help. Buzz took lots of pictures.

June Jacket night will be Hosted by Roger & Maryann Burgess to be announced. New event has been added to the June calendar for June 16th in Keizer "Burger Bash Car Show" 11:00 TO 2:00 pm Barbecue – Hamburger & Hotdogs with Live Music "Dance Tonight Band" Just a Friendly reminder that whom ever Host needs to take pictures for the bulletin and send to Buzz & Ken.

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>

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Meeting Minutes

*"A good goal is one that excites
you a lot and scares you a little",
Bob Proctor*

Willamette Valley **CORVETTE** *Association*

June 1st 2017

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

Number of members present: 24

Number of guests present: 0

June Birthdays: Wayne Kreger 6th, Maryann Burgess 15th, Don Chandler 21st, Ken Kafka 21st, and Tim Walsh 27th

Treasurer's Report: May Treasurer Report was presented by Treasurer, Jim Tiano.

Checking Balance 5/31/17 = \$4,462.45

Savings Balance 5/31/17 = \$3,208.61

Jim also mentioned that he was asked to report the monthly balance in our 50th Anniversary Fund, at this time it is \$85.

Our net income is down \$130.31 from plan so far this fiscal year.

Motion to accept May Treasurer Report was put forth by Ken Kafka, seconded by Bob Koenig and passed without opposition.

May Minutes:

Motion to accept the May minutes was put forth by Ken Kafka, seconded by Henry Salvatori and passed without opposition.

Activities Report:

Past Events:

Wayne Kreger thanked everyone who participated in the Cherry Blossom Poker Run this year. 250 cards were sold, SACC donated to \$1,000 to the Boys and Girls Club and took a pickup load of food and \$85 to the Marion / Polk Food Share. Great job guys! We are on track to host the last stop again in 2017.

Wayne Kreger also thanked everyone who participated in the Iris Festival Parade this year. There were more than enough cars and everyone had a great time at the potluck afterward. Thank you Wayne and Janet for hosting this event every year. Mark your calendars for the 3rd Saturday in May of 2017 for next year's parade.

Al Manrubia had a great time at the last autocross. It was at McKay High School which resulted in a small, tight course. This was great for the littler

cars but the Corvettes held their own and were impressive. You can borrow a helmet if you don't have one, come and cheer next time if you don't want to drive the course.

Future Events:

Activities Committee drive on 6/17/17 to Hebo and Astoria with lunch at the Bow Picker. Yum! Please contact Dawn Gloeckner or Julie Hughes if you would like to participate.

June Jacket Night will be hosted by Roger and Maryann Burgess on 6/21/17. It will be at Markum Inn, they have completed re-built after their fire and have new owners. They are very excited to host our club and will have some drink specials just for us. Dinner is at 6:30 or meet at Harbor Freight on Portland Road by 5:45 to drive as a group. Roger will send out an email since our attendance is low due to vacations, etc.

July Jacket Night will be hosted by Al and Pat Manrubia on 7/19/17. The dinner will be at Murphy's in Dallas again this year. We will once again have the banquet room to ourselves.

Don't forget to sign up for the Rail Riders on 8/05/17 at noon. These are the railcars that you peddle on the defunct railroad between Bay City and Tillamook. It should be a nice drive and we are planning to stop at the Pelican Brewery for dinner before we drive home.

There will be a Burger Bash/Car Show at Avamere in Keizer on 6/16/17. This is not a club sanctioned event but is usually a lot of fun for whoever would like to go.

The dates for the President's Run and Annual Picnic are being finalized as we speak. Stay tuned for further information.

Tech Time: Stan Czerniak mentioned that Black Rose paint color will be discontinued in August, they will be replacing it with a color to be announced.

Trivia: The Muncie gearbox, named after a town in Indiana, replaced the Borg-Warner 4 speed in late 1963. What was the first gear ratio in the wide-ratio Muncie that year? Ann Salvatori answered correctly with 2.56. She won 7 additional 50/50 raffle tickets.

50/50 Drawing: Thank you Roger Burgess for collecting \$50, \$25 to the club, Lisa Jackson drew Jim Jacks for \$12.50 and Phyllis Welchel drew Phyllis Welchel for \$12.50.

Adjourn at 7:05pm

Respectfully submitted by Shelly Paddock - 6/2/2017

Quick Hit: Talking About Tire Inflation With Firestone

We all have to do our best to make sure our vehicles stay in one piece. We check the oil, we top off the coolant, and yes, we observe the tire pressure. The last of these is an easy but important one, and to learn more on why, we spoke with [Firestone's](#) Keith Willcome.



We started by asking: what makes inflation an important topic to begin with? "A tire is basically a pneumatic device," said Willcome. "The tire's structure itself supports a small part of the load, but the air pressure inside the tire is what supports the vast majority of it."

Running on an underinflated tire has negative effects on its integrity, as Willcome explained. "When you drop the inflation pressure, the amount of flex in a tire goes up," he stated. "That generates a lot of heat from internal friction, much like bending a coat hanger over and over until it breaks. The heat is really what destroys the tire."

One cause for tire blowouts is heat buildup from underinflation. Underinflation causes much stress on areas of the tire not suited for it, and as a result, a blowout occurs. Photo: [Flickr](#)



Another aspect that pertains to tire pressure is the tire's ability to react to outside forces and elements. "Potholes, rain, steering input, braking and traction are all affected by tire pressure," said Willcome. "The tire cannot transmit these things to the car well, unless it has the proper inflation to stabilize its structure."

Just as steering has understeer and oversteer, tires have underinflation and overinflation. Underinflation, as Willcome explained, forces the tire to flex more than it ought to, as well as flex in places not designed for flexing. "It changes the stress locations in the tire, and generates all of that excessive heat," said Willcome.

Underinflation Wear



Overinflation Wear



The flipside, overinflation, has its own downsides. "Overinflation has several effects," said Willcome. "One of them is that it changes the shape of the tire, kind of like a balloon. The belts are not able to hold the shoulders down, so you end up running on the center of the tire. This can cause the tire to bounce over bumps, instead of absorbing them."

Both overinflation and underinflation tie into the factor of the contact patch, which is the area of the tire that is in contact with the ground. The former causes the middle of the tire to be in contact, while the latter causes the sides to be in contact; ideally, the tires should have an even contact patch across both the sides and the middle, the better to inhibit slipping and also promote tread life.

Without proper inflation and an even contact patch, underinflation will cause excessive shoulder wear. Overinflation, on the other hand, will cause excessive center wear. Photo: Discount Tire

So how does one choose the correct tire pressure? "Go by what is on the door code, or what is in the owner's manual," said Willcome. "That psi number is what the vehicle manufacturer recommends, and they choose that pressure based on not only the load carrying capacity of the vehicle, but also the vehicle's optimal handling characteristics."

This weekend, take a moment to bust out the tire pressure gauge and look to see if all of your tires are running on the correct psi. You can also head on over to the Firestone [website](#) to see some of the company's latest offerings for cars, trucks, and more.

Factory-Made Fireball: The Past And Present Of The Corvette Z06

Posted By *David Chick* On March 29, 2015 @ 7:07 pm In Brakes & Suspension, Drivetrain, Engine, Exhaust, Features, History, How It Works, Tech Stories | [Comments Disabled](#)



[1]To fully grasp what makes a Corvette Z06 distinct and a special model unto itself, it's helpful to first understand the concept of evolution. As defined by Stedman's Medical Dictionary, it means "a continuing process of change from one state or condition to another, or from one form to another."

[2]Applied to the Z06, it makes all too much sense how [Chevrolet](#) [3] and its remarkable teams of artists, designers, engineers, and other key staff played a role in producing one of the foremost American cars to ever grace the automotive scene. The ripple effects of stern corporate memos to defiant, proud figures to super-up vehicular champions was not something anyone could have predicted at the time, but examined today, the course that fate took was arguably for the best.



Along the way, different things were tried and tested, as computers, magnets, liquid crystals, forced induction, and other technological breakthroughs ultimately culminated in the C7 Z06, an icon in its own right and heavyweight contender both on the street and on the track. Who could have known it would all be the result of a Belgian immigrant with bright ideas?

In The Beginning, There Was Racing, And It Was Good

[4]The late 1950s was a bad time for racing. In light of the 1955 Le Mans and the casualties suffered by Pierre Levegh's horrific accident—84 dead, 120 injured—the Automobile Manufacturers Association had pushed for a ban on factory-sponsored racing, which General Motors readily agreed to. Putting those who still raced in poor standing and bad taste, the motion did little to sway public opinion, including those who liked being able to watch or use their preferred make in competition.



Corvettes In Racing

[5]Photo Credit: tamsoldracecarsite.net [6]

Few names reach the heights of racing fame like Bob Bondurant. Over the course of several decades starting in the mid-1950s, Bondurant was in turns driving a Morgan, a Shelby Cobra, a McClaren, or a Ferrari. But it was the man's experience with the Z06 that really shook things up.

In 1963, Bondurant was among the first to receive one of the 199 Z06s made. Sporting better brakes, a bigger fuel tank, and a race-ready suspension system, the car had just the right amount of goodies to make for an excellent contender on the track.



Bondurant's car, #614, ran on a 327ci L84 V8, making 591 hp at its peak configuration. In 1965, it was retrofitted with disc brakes on all fours, and can sometimes be seen in historical car races in recent times. So notable was the Corvette that the driving simulator *Gran Turismo* reproduced the car in its sixth installment, which came out in 2012.

Amidst this somber Detroit moodiness, engineer Zora Arkus-Duntov stuck out like a sore thumb. A fan of racing and a racer himself, Duntov had little patience for corporate moralism and sought to restore things to normal. He understood that Chevy loyalists still craved a go-fast car, and began looking for ways to give the customers what they wanted without an open rebellion against the higher-ups.

It was 1962 when he first introduced the concept of the Z06. At the time, the new Sting Ray was on the market, and the ice was beginning to thaw regarding the racing ban. Duntov initially envisioned a parts development program, but was eventually given the green light to pursue a full-blown model that could outperform and outfox racetrack rivals, and it would come straight from the factory.

Making its debut in 1963, the Z06 had a variety of upgrades that lent well to competition use: a 20-percent-larger diameter front antiroll bar, a vacuum brake booster, a dual master cylinder, sintered-metallic brake linings within power-assisted Al-Fin drums cooled by front air scoops and vented backing plates, larger diameter shocks and springs, and a massive 36.5-gallon gas tank that afforded racers longer driving durations and fewer pit stops.

The 1963 Z06 was a risky but ultimately worthwhile investment, as it laid the groundwork for Chevrolet's future competition efforts like the Grand Sport and ZR-1. It was only around for a short time before being laid to rest, with the total reaching just 199 before production ended.



[7]

So ended the brief yet bright glow of the Z06. It would be another 37 years before Chevrolet would find a successor worthy enough to bring back the name, but the wait was indeed worth it.



A Challenger Has Appeared

Close to four decades later, Chevrolet had undergone a sea change in terms of what a Corvette had stood for. The car's body lines had more or less refined since the cab-back design of the C3, and become more derivative with each successive generation.

[11]

Chevrolet made a change on the Corvette drivetrain to the C5, utilizing a front-engine, rear-transaxle setup that was more conducive to weight distribution and interior legroom.

Enter the C5, introduced in 1997 and eager to prove itself a far better Corvette than the preceding C4 and its flawed drivetrain and suspension. It took another three years before the next big performance model was ready to show its face, but when it did, the reception was indeed warm.

Launching as a 2001 year model, the new Z06 came about in 2000 and was able to push the performance envelope a little further than it had in years past. Here, it had a retuned LS1 dubbed the LS6, making 385 hp and 385 lb-ft of torque.

This was shortly followed with a further revision in 2002 that made 405 hp and 400 lb-ft of torque. This version came with better breathing from bay to bay, reducing crankcase pressure, as well as a number of other improvements to the pistons, camshaft, and fuel injectors.

[12]



Second-generation Z06s had an LS6 good for 405 hp at its peak. Spent fuel was sent through a titanium exhaust system, the first of its kind to have ever been used on a mass-production scale. It saved close to 20 pounds of weight overall, while also vastly enhancing durability.

When put through its paces, the C5 Z06 proved to be quite competent and manageable, thanks in part to the Active Handling system. Electronic sensors measured yaw rate, steering wheel position, and lateral acceleration to control the rear tires from locking up or getting out of hand. The system could be turned on, off, or into Competitive Mode, wherein Traction Control was disengaged, but ABS was still in effect.

Supporting the chassis was the FE4 suspension system with retuned shocks, stiffer rear leaf spring, and new camber settings that made for a larger contact patch when cornering. Testing at the famous Nurburgring helped to hone in these sorts of adjustments.

Chevrolet stopped production of the C5 Z06 in 2004, with over 28,000 units made from a total of about 140,000 Corvettes between 2001 and 2004. It granted the generation just exclusivity to last for a while, but Chevy was far from done with the high-performance nameplate.





Carrying The Torch

A reimagining of the Corvette in 2004 gave the world the C6, refreshing the body and interior while retaining the previous drivetrain type of a front-engine, rear-transmission style. The newly released LS2 V8, with increased camshaft lift, higher compression ratio (10.9:1), and lighter exhaust manifolds, could produce 400 hp and 400 lb-ft of torque. [15]

The C6 Z06 achieved a power-to-weight ratio of 6.2:1, one of the best in the world at the time.

Gone were the popup headlamps that had been a staple of the line for many years, and back was the motorized convertible top not seen in Corvettes since 1962. The new Vette could zip up to 60 mph in 4.0 seconds with an automatic transmission, making it the fastest of all time up to that point.

By the 2006 model year, the wait was over, and buyers could now look at the Z06 as a viable option as well. Chevrolet decided on an MSRP of \$65,800 for the cars (which only increased with the inevitable dealer markup) and justified it with the use of aluminum-frame architecture, a magnesium-supported fixed roof panel, magnesium engine cradle, and last but not least, the deadly LS7.

The C6 Z06's 7.0-liter LS7 was the largest, most powerful motor offered by GM when it launched in 2006 models. Weighing in at 497.2 pounds fully dressed, the LS7 was a monster the likes of which had never been seen before. It stands still today as the largest small-block V8 ever produced, and was given top priority by General Motors to be the most powerful as well. Built by hand by the General Motors Performance Build Center in Wixom, Michigan, the engine used forged titanium connecting rods and intake valves, hypereutectic pistons, forged steel crank and main bearing caps, and much more to achieve astounding performance.



Brake cooling ducts, lightweight wheels, larger brakes, and more made the third-generation Z06 a force to be reckoned with on the track.

All told, the engine could make 505 hp and 470 lb-ft of torque, which was channeled through a six-speed manual transmission and out to run-flat Goodyear Eagle F1 tires. With an overall curb weight of 3,132 pounds, the Z06 had no trouble getting up to speed; 0-60 mph could be achieved in as little as 3.7 seconds, and the quarter-mile in 11.4 seconds.

Add to this the 8.0-liter dry-sump oiling system and optional paddle shifters, and it was clear the Z06 was no longer just another checkbox on the options sheet; it was a lean, mean track-dominating machine. And it wasn't over yet.



Alpha And Omega

The foray into the seventh generation of Corvettes represented another turning point for GM, a reconsideration of what the model stood for and where it was headed. A culmination of what had come before with what lay ahead presented engineers with the drive to make a Z06 that could stand on its own for years to come.

[



Drivers of the C7 Z06 have access to the Performance Data Recorder (PDR), giving them insight through video recording, high-precision GPS positioning, controller area network (CAN) data, and more.

Given access to the C7.R race car that came out in 2014, the new Z06 was able to share some of its racing cousin's finer features: front and rear brake cooling ducts, stiff aluminum frame, rev-matching technology on the manual seven-speed, Magnetic Selective Ride Control dampers, electronic limited-slip differential, Brembo brakes, and so much more were packed into the

Z06, effectively rendering the car as the ultimate form of Corvette performance.



Although the LS series is no longer available on any future production Corvette, the all-new LT4 is more than fitting as a replacement powerplant. Starting with a 6.2-liter V8, the design calls for an Eaton 1.7-liter R1740 TVS supercharger, making 650 hp and 650 lb-ft of torque. It uses Rotocast A356T6 aluminum heads, titanium intake valves, forged steel connecting rods, working together to produce a 10.0:1 compression ratio.

The Z07 package, which tacks on Michelin Sport Cup tires, carbon ceramic brake discs, larger winglets, and an adjustable see-through center section on the rear spoiler, takes the Z06 even further up the chain of capability. Taking a Corvette to the track has never made more sense or been more fun, with features like the Performance Data Recorder (PDR) logging lap times, video, controller area network (CAN) data, and more.



The Next Phase

January was the first time that Z06s of the current model went up for sale. [Pre-orders of the supercar](#) ^[24] ramped up to 5,000 in a very short time, with rumors and outrages sparking up around the country as the Corvettes make their way to showrooms. Some dealers were more amenable to the public, while others were a little more [sketchy](#) ^[25].

Corvettes will always stand for three things: American performance, great value, and going fast. The world may ooh and ahh over curiosities like the Dodge Challenger Hellcat or Ford GT, but none can come close to the combination of elements that comprise a Z06. As we look to the future and what it may hold—the C8 Zora, perhaps—we can take comfort that the Z06 and its development is in good hands.





Unleash that Vette !

When I first joined WVCA about five or Six years ago, I was dismayed to find out our Club did not participate in autocrossing, even though it was shown on the website as an activity we would or could participate in. A couple of years ago the club was visited with a presentation from the Willamette Motor Club of Salem about autocrossing. Still yet, there is not much interest.

Recently our very own Kent Muhle, who actually does use his nice Vette for autocrossing, started drumming up interest in the sport. Kent is very knowledgeable and very helpful to us "newbies" about the sport of autocrossing.

It pays to follow his advice, even though I didn't, and ended up buying the wrong kind of helmet for autocrossing. He stood by me and helped me anyway on my first big first day-long event held at McNary High School parking lot on May 2^{1st} 2017.

He helped me to get my Corvette registered, get my number on the car, and got a loaner helmet so I could participate. Next, he took me with the map for a walk through of the course and the event. About now things were starting to come in to focus as to how we were going to drive this course. Next he arranged with one of his friends to take me along as a passenger for my very first autocross ride. His friend Larry drove a BMW and what a ride it was!

We were allowed four runs each that day and on the second run with Larry I had my stomach go into my eyeballs; the thrill of autocross is beyond belief! Finally, it was my turn to run and thankfully, I had Kent to ride along with me as my coach. At 82.654 seconds with 3 cones knocked over, it was a real blast for a first run. The second run was 60.465 seconds with 2 cones knocked over and the 3rd run was 52.201 seconds with one cone down, so as you can see, there was room for improvement with each run.

Since this was so much more excitement than this ole' boy could handle, I decided to quit while I was ahead and took a D.N.F. for my last run. If you want to fulfil your bucket list like I'm doing, you need to try autocrossing with those Vettes, and other cars as well, that like to stretch their legs. It is such a hoot and you will never be accused of having a garage queen!

Al Manrubia

p.s. watch out for our President, Julie, because she is really a hot, hot driver!!



The Cherry Blossom Run was a huge success with 250 poker cards sold. The SACC submitted a check for \$1000.00 to the Boys and Girls Club of Salem plus a pickup load of canned food and \$85.00 to Food Share. WVCA is on the calendar for next year (3rd Saturday in April) as the last stop. Thanks to all that participated in this annual event. Guess what? When I reported on the backyard parking of the Corvette's the SACC suggested that they hold their next meeting at our house (June 26) with an evening dessert social. Each member plans to bring their classic, street rod, racer, etc to park in the yard. Will a nitro leak kill grass? *Wayne Kreger*



It was a beautiful day on a Wednesday a few weeks ago and everything was right for a cruise, so Al, Kent, Roger and Buzz headed off for the great unknown for lunch at the Carver Inn and a lot of backroads: perfect!

Committees for 2017

Budget Committee

Julie Hughes, Jim Tiano, Barbara Fuller, Wayne Kreger, Shelly Paddock, Dawn Gloeckner

Activities Committee

Dawn Gloeckner, Rich Graham , Janet Kreger, Jim and Roxy Tiano, Vikki and Ken Arck, Shelly Paddock, Kent Muhle, & Roger Burgess.

Burma Shave Signs From years Gone Past



DON'T STICK YOUR ELBOW OUT SO FAR IT MAY GO HOME IN ANOTHER CAR. Burma Shave TRAINS DON'T WANDER ALL OVER THE MAP 'CAUSE NOBODY SITS IN THE ENGINEER'S LAP. Burma Shave SHE KISSED THE HAIR-BRUSH BY MISTAKE SHE THOUGHT IT WAS HER HUSBAND JAKE. Burma Shave DON'T LOSE YOUR HEAD TO GAIN A MINUTE YOU NEED YOUR HEAD YOUR BRAINS ARE IN IT. Burma Shave

DROVE TOO LONG DRIVER SNOOZING WHAT HAPPENED NEXT IS NOT AMUSING. Burma Shave BROTHER SPEEDER LET'S REHEARSE ALL TOGETHER GOOD MORNING, NURSE. Burma Shave CAUTIOUS RIDER TO HER RECKLESS DEAR LET'S HAVE LESS BULL AND A LITTLE MORE STEER. Burma Shave SPEED WAS HIGH WEATHER WAS NOT TIRES WERE THIN X MARKS THE SPOT. Burma Shave THE MIDNIGHT RIDE OF PAUL FOR BEER LED TO A WARMER HEMISPHERE. Burma Shave

AROUND THE CURVE LICKETY-SPLIT BEAUTIFUL CAR WASN'T IT? Burma Shave NO MATTER THE PRICE NO MATTER HOW NEW THE BEST SAFETY DEVICE IN THE CAR IS YOU. Burma Shave A GUY WHO DRIVES A CAR WIDE OPEN IS NOT THINKIN' HE'S JUST HOPIN'. Burma Shave AT INTERSECTIONS LOOK EACH WAY A HARP SOUNDS NICE BUT IT'S HARD TO PLAY. Burma Shave BOTH HANDS ON THE WHEEL EYES ON THE ROAD THAT'S THE SKILLFUL DRIVER'S CODE. Burma Shave

THE ONE WHO DRIVES WHEN HE'S BEEN DRINKING DEPENDS ON YOU TO DO HIS THINKING. Burma Shave CAR IN DITCH DRIVER IN TREE THE MOON WAS FULL AND SO WAS HE. Burma Shave PASSING SCHOOL ZONE TAKE IT SLOW LET OUR LITTLE SHAVERS GROW. Burma Shave

Slow down, Pa
Sakes alive
Ma missed signs
Four
And five
Burma Shave



Another Iris Festival Parade! As usual, the 17 cars and drivers met at Wayne and Janet's beautiful home for a great Continental breakfast and conversation with a touch of detail work on the beautiful cars! Weather cooperated again and afterwards we headed back for a great BBQ lunch and bottomless beer, thanks to Dave Walery, Thanks Dave!!

Either we had more cars than required or less dignitaries showed up. An overcast morning opened up to a very pleasant afternoon. Special thanks to Shelly for supplying the pulled pork and to all that supplied the wonderful food with the exception of the person that brought the multilayer chocolate cake. ***This cake should be outlawed!!*** Dave Walery was very grateful that the WVCA members were courteous to the Mustang cars. Thanks for all that participated in this annual event and mark your calendar for the 3rd Saturday of May for next year.

**Willamette Valley Corvette Association
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**Place
Stamp
Here**

