



VOLUME 41, ISSUE 3

MARCH 2019

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**President
Stan Czerniak**

One of the most fun and fulfilling things that I like about the Willamette Valley Corvette Association is having the opportunity to talk to members about their memories of past events with the club and about their experiences with some of the CORVETTES that they have owned! Along with this, it is also fun to read about these types of experiences and memories in our monthly NEWS LETTER! All of us have a related story and I encourage you to share your club and CORVETTE experiences and memories with your fellow club members. The monthly NEWS LETTER is a great place to do that!

To this end, recently, I have enjoyed reading articles by Paul Ennor and Al Manrubia and also memories shared by Lee Hart and Buzz Blogg to name a few! There are certainly more club and CORVETTE memories that can be shared by our members or opinions about anything relating to the club and of course CORVETTES!!! Please don't be shy and let's hear from you!

And that brings me to the topic that I would like to share with our membership in this month's President's Corner! (continued on page 8)



**Vice President
Kent Muhle**

After some sketchy weather and the occasional day or two spent dodging gravel, today actually turned out to be about perfect in Portland for a little drive. The road crews have been busy and the rains took care of the rest, at least on the roads I drove. I'm happy to report to those who helped with this journey, the heart transplant in the Amish Vette is performing quite well. Thanks everyone!!

I missed the March meeting, but sounds like a lot got accomplished, and we received quite a few entries to our little show this June. To that point, we are receiving lots of attention and many email requests for information regarding Corvettes at the Carousel II, Glass on the Grass. Last year's show was great; this show will be better! Here's where you get to join in (if you aren't already on a committee. Or if you are. The more the merrier). We are going to need lots of help the day of the show with parking. Twenty members for sure. All it requires is a bunch of bodies directing the proper car to the proper row, and ensuring they park in the right spot safely with a big smile and a "welcome to our show" kind of persona. That's day of show stuff. Starting right now, you can help by printing off the show registration packet Buzz has thoughtfully provided later in the newsletter, and handing it to anyone you know or anyone you meet who drives a Corvette. Or direct them to our website or face book page and have them download the registration from there. While you're at it, direct them to either and have them view our commercial.

While you are out and about, carry around a few "sponsorship packets" that Buzz has also included in this newsletter and give them to businesses you frequent (p 10-14). We have many opportunities for local businesses to advertise to a group of economically comfortable folks. (Continued on page 7)

Glass Sass is published monthly; the deadline for submitting articles is the 15th of the month. Club meetings are held on the 1st Thursday of the month at 6:30 PM at Capitol Auto Group, our sponsor. The address is 2855 Maple Ave NE, Salem, Oregon 97301. We welcome all Corvette enthusiasts and prospective members at any of our meetings. The Willamette Valley Corvette Association, Inc., was organized in 1968 to create an esprit-de-corps among Corvette owners; to further the general interest in Corvettes as a sports car; to provide an organization for the exchange of technical information between Corvette owners, dealers and the manufacturer; to encourage skillful handling and safe driving; to provide social gatherings of Corvette owners with a common interest; to encourage and assist members to compete in sanctioned events sponsored by WVCA and by other clubs with similar interests, and to encourage dealer/club co-operation and promote community betterment.

Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

BOARD MEMBERS and OFFICERS for 2019

President: Stan Czerniak

971-218-9951

president@willamettevalleycorvettes.com

Vice President: Kent Muhle

503-680-2907

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Treasurer: Sandra Stark

503-949-9100

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Historian/Webmaster: Ken Arck

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503-559-3470

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**Evening news is
where they begin
with 'Good evening',
and then proceed to
tell you why it isn't**

MEETING MINUTES

WILLAMETTE VALLEY CORVETTE ASSOCIATION

MARCH 7TH 2019

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

Members present: 28

Guests- Ronald Camp (2nd meeting) and Levi Dubrow (not a Corvette owner)

Birthdays: Dave Schwerdt, Della Edwards 2nd, John Edwards 3rd, Gary Burton 13th, Jennifer Anderson 16th, Stan Czerniak 18th, Gene Kraiter 21st, Shelly Paddock 24th, Sandra Kafka 29th, Julie Hughes 31st

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Wayne Kreger

Motion seconded by: Bob Koenig

Vote by membership: unanimous

Treasurers Report: Sandra Stark

Amount in Checking: \$9,970.19

Amount in Savings: \$ 3,209.05

Amount Petty Cash: \$ 11.00

Total All Accounts: \$ 13,190.24

Motion to accept presented by: Annie Koenig

Motion seconded by: Paul Ennor

Vote by membership: unanimous

President Stan Czerniak asked Budget Committee Chair John Elegant to answer any questions that members may have had after the email was sent out to all members detailing the proposed budget. John gave a very quick overview and thanked the members of the committee for the long hours and the hard work they put in. John also mentioned that this year the process would start earlier in order to adhere to the timeline outlined in the By-Laws. Since there were no questions, John Elegant made a motion to accept the budget as proposed in the email and Ken Arck seconded. All members in attendance voted unanimously to accept the budget.

General Motors/ Mid Engine Corvette update: John Elegant

John Elegant talked about the dismal sales of the C7 (800 units in February) with the national weather playing a part in that low number. Because of the buildup new C7 dealer inventory there is speculation of increased discounts being offered by GM for those who are looking to buy a new C7 Corvette.

The C8 is real, and there are rumors about production starting in December. GM had several delays due to designs that are being developed for use across the projected Corvette production range. This includes a frame that will be capable of handling upwards of over 1,000 hp. As well, the electrical system underwent an upgrade to handle the load experienced during the R&D phases. There have been several sightings of a caravan of C8 Corvettes with a Porsche tagalong. Projections for the new Base model are in the 60-70K range.

It is getting close and new details are coming out all the time. For the most current information available be sure to register over at MidEngineCorvetteForum.com , which is moderated by John.

Charity Committee- The Charity Committee members are Maryann Burgess, Annie Koenig, Sarah Fish and Andrea Massey. Stan will try to coordinate an update at the April meeting.

Activities Report: Kent Muhle- not in attendance

Activities Committee- Shane Massey sent a sign-up sheet around for a new monthly event that will be held the weekend before Jacket Night that members can set up drives for Saturday, Sunday or overnights. The timeframe has been setup between May and October and this will be a way for members to share some of their favorite drives to restaurants and other destinations with the rest of WVCA.

Glass on the Grass meetings are held every other Tuesday at the Capitol Toyota upstairs conference room at 6:30pm. The next meeting is March 19th, all members are welcome to come and participate.

Upcoming Activities:

June 22nd 2019, Corvettes at the Carousel II/ Glass on the Grass- Kent Muhle was unable to attend the meeting, so Stan Czerniak gave an update on the GOTG event. So far there are over 30 entries, and with 103 entries last year we are on the way to beat that number. Roger Burgess mentioned having 4 vendors currently setup with inquiries to others. Members with ideas or connections are encouraged to contact Roger with information.

Stan mentioned that amount of work that will go into the setup and during the show. All member participation is welcomed. Promoting the event with local Auto related stores while asking for donations is an idea that was brought up. Jim Jacks assembled a list on Corvette clubs in Washington, Idaho, Oregon and Northern California with contact information, Buzz Blogg has sent the list in an email. Part of the commitment that the WVCA has made to Capitol Chevrolet there will be three other events to be held at Capitol on May 4th, July 27th and September 28th. More on the agenda for those events will be forthcoming.

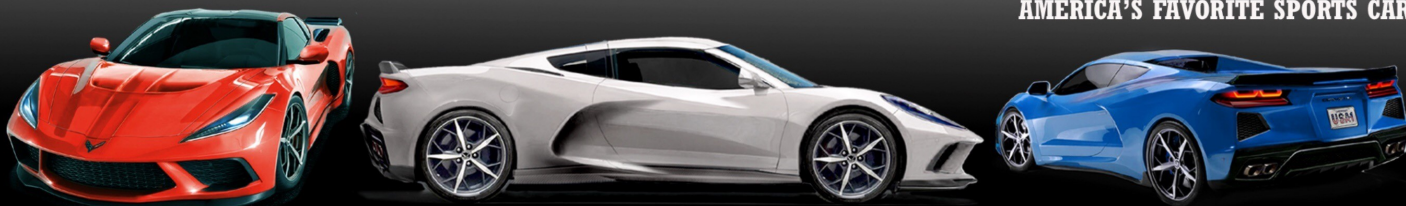
March 15th-17th- Portland Roadster Show Portland Expo Center- 63rd annual show, if you would like to volunteer on one of the days, contact Ken Arck for details.

March 20th- Jacket Night hosted by Dave Schwerdt and Julie Hughes at the Markum Inn 36903 S Hwy 213, Mollalla OR 97038- meeting at Harbor Freight parking lot at 6pm

July 8th or thereabouts, Jim and Roxie Tiano are setting up a drive up through Couer d' Alene Idaho, Whitefish Montana, Banff and Penticton BC (Canada), Leavenworth Washington and then back home. More information at the next meeting and scheduling will be firmed up once participation level is established. Contact Jim Tiano if you are interested in going or have any questions.

SACC Update-

Wayne Kreger was not able to attend the SACC meeting this month, so Stan Czerniak attended in Wayne's absence. Stan mentioned the friendly meeting and the low key approach they had to the meeting. Stan also mentioned the homemade cookies that get passed around and how tasty they were. Wayne did mention the Cherry Blossom poker run held April and that the WVCA was sponsoring the last stop at the Hitching Post and encouraged members to go on the run as well as help with the WVCA tent at the Hitching Post. More information will be at the April meeting. (continued on page 7)



MidEngineCorvetteForum.com

renderings by fvs

Mid Engine Monthly Update # 5: Learning A Little More (By John Elegant)

We keep learning little tiny bits about the 2020 mid engine C8. Kind of like a huge onion, our progressively peeling back its thin layers, yet so far some, but few “fact nuggets” yet found.

What’s in the interim as far as C7’s? We recently learned of the four C7.R Drivers Series versions that were revealed at the Daytona 24 Hour ROLEX. Any additional C7’s coming? We do not know, but might we see at this April’s NCM Bash, a 2020 front engine C7, albeit a small amount refreshed? Unlikely, but if so, it would be a short run, roughly six month long, interim 2020 Corvette, staying in production only until C8 customer production starts.

Now as to what we *know*. First, thanks to Carscoops and artist Chazcron, we have this C8 interior picture. It is still a pre-production version, so somethings like the steering wheel would change.



Next, thanks to GM-trucks, we have these high resolution C8’s emblem in two versions, e.g., chrome edged and blacked-out. Thanks also GM-trucks also for the C8 “script” picture --which also puts to sleep the many rumors that Corvette was “going to be its own brand” during the C8 era.



Here, linked, we have the below, linked driver's screen start-up initial animation.

<https://www.midenginecorvetteforum.com/forum/main-forum/25812-c8-gauge-cluster-initiation-gif-picture-and-blacked-out-emblem>

Separately, we have this Chazcron rendering of the ME coupe with its top stored.



Finally, thanks to fvs, we have his latest side view rendering of the C8 HT convertible rendering.



In the interim as we wait for hard mid engine C8 news, there are over 225 other renderings, more than 200 spy pictures, and approaching 600 information/discussion threads at: www.MidEngineCorvetteForum.com.

Thank you. (Always reachable at the forum via a PM to "John")

FOR SALE

1982 Corvette Collectors Edition in excellent clean original condition. 39,000 miles. In really nice condition. Has new computer. Resent brake job. Good rubber. New fuel pump & sending unit. \$19,900. Contact Paul Ennor – 503-910-6387 text or call.



Here I sit at my computer the day after our March meeting where Glass Sass editor and chief Buzz reminded me that I had failed to give him an article for this month's issue. So, I'm feeling just a little dead-line pressure here. Right now, I'm looking out my widow, it's March 7th and there's a mix of rain and snow falling here in west

Salem. It doesn't look like a Corvette day. This reminds me of the worst weather I ever had to drive my Corvette home in. It was the first Saturday of April in 1974. I'd driven my almost new Corvette to Redmond to visit a friend. The weather was sunny all day. The drive from Salem over the mountains was all top-down. The BBQ at my friend's house in Redmond made us think summer was just a day or two away. I headed home late after 7 or so. By the time I reached Sisters there were a few flakes in the air. I stopped for gas and headed West on Hwy 20. By the time I reached Suttle lake I was in a full-blown blizzard with 4-5 inches of fresh unplowed powder on the road. The '73 couldn't make the hill and turn toward the Suttle Lake grade. After spinning out twice I went back to Sisters and inquired about road conditions North to I-84 but was told it was worse up that way but Hwy 26 over Mt. Hood was reported to be plowed and "not too bad". So, I headed that way. I got behind a fully loaded semi in Madras headed West. I followed him at 15 - 20 MPH all the way to Rhododendron where the pavement turned to wet and I finally passed him. I arrived home at 4AM.



OH-OH, my monthly drive down memory lane has come to a fork in the road. So, to quote the great philosopher Yogi Berra, "when you come to a fork in the road, take it". But it looks like this side road might have some ruts and pot holes. Stick with it if you dare take your Corvette mind down such a poorly maintained side-road. There might even be some gravel. It looks like it's called "Philosophy court" and might end up in a dead end!

I found myself wondering if I actually own my two Corvettes or if they own me. Because if I were the one in charge, I would not be spending so much time trying to figure out how to keep those two Vettes happy and come up with the cash to remodel the oldest one so I could use it safely again. After all they are just cars, and terribly impractical cars at that. At least mine are old C3 Vettes which I can rationalize owning them as being an investment with a possible return maybe a little better than your average savings account. The key word here being "possible". Because after factoring the facts that I'm old and disabled and can no longer do my own mechanical work and need to pay over priced professionals to do even simple stuff these days, the financials just don't seem to pencil out. Still, I keep the two Corvettes. One that I bought new back in 1973 that I can barely drive because of a disability and one that I can drive but hardly do because it might get dirty, scratched, or otherwise damaged. After buying the 82 I dumping a ton of cash in it to make it the good driver it is today. Then there's the fact that because I'm not young anymore, entering and exiting a Corvette takes a bit more effort than it used to. So, those Vettes both sit mostly undriven for weeks. While I drive one of my "tin cars" that I can hop into

and out of more easily. Here's the ugly fact; My two-owner 1982 Corvette has 39,000 miles on it. My three-year-old Jeep has almost that much already. See what I mean. How about you? Do you use your Corvette much? Or do you keep it pristine for weekend drives, cruise-in's, parades, or car shows? I know some of you use yours as daily drivers and I take my hat off to you. At one time I was like you. Chevy made the Corvette to drive. They are so much fun on a twisty country road on a sunny summer day. Maybe not so much fun on a daily commute to Portland on I-5 while dodging semi's or sitting parked with ten thousand other cars near Wilsonville. Now this brings me to the next junction on this trip on philosophy court. Refer to the map above.

I picked up a small tid-bit of information from John's presentation last night that got me to wondering about the sanity of the Corvette executives. In passing last meeting, John alluded to the fact that there may be a thousand horse power engine option somewhere in the plans for the new mid-engine Corvette. **A thousand horse power!** Oh, come on Chevy! Where in God's name would I ever use that kind of power? Sure, Corvette owners all seem to have a virus that makes them stay loyal to the Corvette brand no matter what. But, why do most of us buy a Corvette? I'm sure it has more to do with styling than performance. Go ahead hate me now. I know this won't be a popular statement. I still have to Corvette virus myself. But after buying back my 73 roadster back from an interim owner I mistakenly sold it to three years ago, I found that he hot rodded the 454 engine. It's not as much fun to drive any more. The old engine was a lot more fun, and much more practical. I wish I could un-do the performance upgrades and just take to original 275HP 73 for a drive in the country again on a tank of regular gas. I have no desire for too much power. I just want enough for an enjoyable daily drive with the top down on a nice day. Actually, I find almost more fun in sitting in my lawn chair by my Corvette at a car show talking Corvettes to other people now days. If I need to take more than my wife and I, haul anything, or take my two dogs with us anywhere I'll just drive one of my tin cars.

One more thing before you all come to my door with pitch forks and torches: Again, an observation, from John's presentation last night; Chevrolet can't seem to sell any more C7's. This should be worrisome to all of us who love Corvettes. The C7's are still pouring off the assembly and going for fire sale prices if you can call \$80K+ a fire sale, but they aren't selling. These current generation Corvettes are arguably the most refined Vettes ever made. Because they are the last of the model these Vette are very reliable as they should be by now with all of the bugs worked out. Sure, some people are waiting for the C8 mid-engine car. I understand that. From what I've seen the mid-engine a beautiful car with world class performance. But at \$100K+ I worry that it's going to be way out of range of most of the Corvette enthusiasts. Personally, I'd rather see a much lower cost, much lower performance C8 Corvette that keeps the style we all want but ditches the unreasonable performance none of us would ever be able to use. Oh, and cut the top off too. A Corvette owner needs the wind in his/her hair.

OOPS! Dead End! We've reached the end of the road for this month. *Paul*

(Continued from VP Corner) The packets are a big help, but really, all you have to do is tell your favorite business how cool our show was, how many cars attended (103), how many spectators we had (close to 1,000), and how we hope to double that this year. Show them the commercial. Show them pictures. Ask them how they would like to participate.

We need things for give-aways, like calendars, key-chains etc. We need gift certificates to auction. Items like car polish kits, oil, any car products, or think outside the automotive box and ask for items from electronics companies, restaurants, hotels, anything that we can sell, hand out, etc. Last year we had a bunch of Corvette themed clocks, lamps, mugs etc, and even some random aftermarket accessories that were donated. If it can be wrapped and displayed, and it's something you'd pay money for at an auction, get it for us! If each member got one item we'd have a very good start at a nice booth.

There were a few members who simply purchased something for us to sell, and a few that emptied out old art collections for the benefit of the club and those were some very nice items. Any cool vintage die-cast stuff you're tired of dusting?

We also can use trophy sponsors, and those range in price from \$100 and up. As you saw last year we had some outstanding trophies, and if someone wants a special award with their name on it and they want to go above and beyond, we can do that too. I would direct those inquiries to me, as I'm the guy working with the trophy genie.

If you have any questions about how to do any of this, please give me a call. I was really tied up last year with the details of the whole show and didn't have much time to fund-raise, but with a few phone calls, a couple of business visits and I guarantee you no more than an hour of my time I came up with north of \$2,000 in cash donations.

This show is cheap advertising for local businesses, and is a no-brainer when speaking about small donations. We got everything from gift certificates at a record store to a travel trailer parked at our show. If you have a favorite business do them a favor and give them the opportunity to be at the largest Corvette show in the Valley.

Now if tomorrow is as nice as today was, maybe I can get some temperature into those tires and play with the tune-up a little.... Life is good.



Glass Sass- (continued from Minutes)

Editor-In-Chief Buzz Blogg encourages all members to send him articles for the newsletter; any topic is acceptable; your first Corvette, a recent trip or even your favorite recipe. It was discussed that members should submit a brief account of their Corvette story. Those who do will receive accolades and adulation from all other WVCA members.

Web Update- None

New Business- New members and those that have changed cars, please be sure to send your favorite pictures of your ride to Lee Hart so he can get the updated picture on our wall at Walery's Pizza.

Tech Time- None

Trivia- Multiple questions about the C1 generation of Corvette drew multiple winners who split the prize 50/50 tickets. Congratulations to Buzz Blogg, John Elegant, Paul Ennor and Jim Jacks who appeared to answer some of the questions correctly without much prompting from the hordes.

50/50 Drawing:

- \$ 108 total collected by Ken Arck
- \$ 54.00 to the club
- \$ 27.00 drawn by: Ronald Camp with Jennifer Anderson winning.
- \$ 27.00 drawn by: Rich Graham with Stan Czerniak winning.

Meeting adjourned by Stan Czerniak at 7:30



(cont from cover) Specifically, I would like to relate a little bit about the 50 year love affair/relationship that I have had with America's true sports car, the CORVETTE!

In 1967 I returned home from two tours of duty in the Republic of Viet Nam, at the end of a three year enlistment in the United States Army! Upon returning to civilian life, one of the very first things that I did was to purchase a two year old 1965 Mustang Coupe that had a 289 cu in engine, a 4-speed manual transmission, a radio and not much else by way of options. Fortunately, I was able to pay \$1500 cash for this car, from the combat and hazardous duty pay that I had saved up. And I still had about \$700 left to enroll in College. My first interest in the CORVETTE occurred shortly after this purchase when I was passed on the road, coming home from class, by a C2 red CORVETTE roadster with it's top down! I recognized the driver as a friend from high school and not only was I envious of him for having such a cool car, but I could not take my eyes off from that incredible car!!!

As fate may have it, a few weeks later, I was talking to a friend of mine, who was also a Viet Nam Veteran (we had a small Veteran's Club on campus, as we really did not have much in common with most of the others students, who were right out of high school) and he told me that he had just bought a three year old CORVETTE. Upon seeing my interest in his car, he offered to give me a ride, which I naturally readily accepted.

To say that was the most exciting ride, up to that point in my life, that I ever had in an automobile, would have been a great understatement! To this day, I am surprised that we were not arrested or at least stopped during that wild ride! The one thing I took away from that ride was that I developed a burning desire to get a CORVETTE of my own! Simply stated I HAD TO HAVE ONE!!!

That thought nagged me for nearly the next three years until in January, 1970, I was able to purchase a 1969 red CORVETTE roadster with a 350 hp, 350 cu in engine, 4 speed manual transmission, radio and not much else equipment, but oh how that beautiful Stingray could move! I had to really stretch financially to afford the \$5000+ cost, but boy did I ever think that I was something, owning one of only three CORVETTE's on campus! The fact that my

girlfriend thought it looked like a frog, did not dampen my enthusiasm for this car! Clearly, her taste in cars was far different from mine!

My scariest moment in my 1969 Stingray was when I took it on an unfinished section of expressway, between Dekalb and Aurora, Illinois to see how fast it could go, During this very dangerous "RUN" I rapidly accelerated until the speedometer was "buried" at 160 mph! At that speed, my CORVETTE was not only lifting off the ground, but was shaking worse than I was! So I backed the speed way down and got off at the next exit! I never went that fast again! Although, I have gone plenty fast a time or two since then!!!

Well, as so often happens to many young men, my CORVETTE was not my only love and I ended up marrying a wonderful woman, who did not mind going on a two week honeymoon with me in a little red CORVETTE roadster! Being a 1969 CORVETTE convertible, there was hardly any room for more luggage than a small suit case! But, true love conquers all and we made due with her carrying half of our clothes and other stuff on her lap and on the passenger floor! We had a great time, logging several thousand miles and the only incident occurred in Janesville, Wisconsin, where someone put a 3 inch cut in my convertible top. Fortunately, he gave up trying to get into my car before doing more damage. Needless to say, I was not very happy about this part of the trip!

After one year of marriage, we decided it was time to buy a house, but the only problem was that we did not have enough money to come up with a down payment. So that problem was solved buy me very reluctantly and very sadly, selling my CORVETTE to a friend, who was also a car salesman! After the car was his, he tried to make me feel better, by always referring to my former CORVETTE as "OUR CORVETTE"! SOMEHOW THAT DID NOT MAKE ME FEEL ANY BETTER and I knew that someday there would be more CORVETTES in my future!!!!

Stay tuned for more CORVETTE adventures with Stan!!!

Your Club President,



Stan W Czerniak



The Willamette Valley Corvette Association is having an all Corvette Car show on June 22nd 2019 and you are invited! If you have a Corvette, please consider entering your car; there are trophies for every class and condition and you might win something.

If you do not have a Corvette, we are sorry, but you are invited to view these awesome cars as well!

There are literally thousands of dollars in raffles, prizes and trophies you could win.

A flyer and registration form is attached for your convenience if you want to enter your Vette.

If you have any questions regarding this show which is on June 22nd from 8am to 5pm please email president@willamettevalleycorvettes.com or vp@willamettevalleycorvettes.com and we will get back to you.

Thanks for considering this invitation to our Car show!

Stan Czerniak

President, WVCA

Kent Muhle

Vice President, WVCA

Willamette Valley Corvette Association and Capitol Chevrolet Proudly Present

**GLASS
ON THE
GRASS**



Help us celebrate our 2nd Annual Car show by
bringing your Corvette to our

Show 'N Shine at Salem's Riverfront park

June 22nd 2019 8 am to 5 pm

Towels down at 10 am & Awards at 3 pm

Music, prizes, food, drink and fun for all

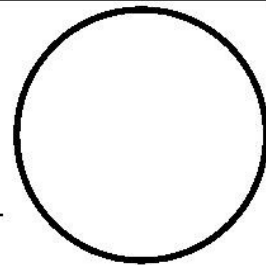
See the new lineup from Capitol Chevrolet



Make checks payable to WVCA
P.O. Box 20576, Keizer, Oregon 97307
(\$20 before May 22nd and \$25 thereafter)
Questions? Call Stan @ 971-218-9951 or email:
president@willamettevalleycorvettes.com



Registration Information



Name _____

Phone Number _____

Address _____

City _____ State _____ Zip _____

Email (for confirmation and last minute info):

Club Affiliation (if any) _____

Number in car: (1)___ or (2)___ (check one)

Year _____ (C1)___ (C2)___ (C3)___ (C4)___ (C5)___ (C6)___ (C7)___

Coupe _____ Convertible _____ Modified _____

ZR1 _____ Z06 _____ Grand Sport _____

Participant #1 (driver/owner) Print: _____

Participant #2: Print _____

Local hotel/motel information can be reviewed here:

https://www.tripadvisor.com/Hotels-g52053-Salem_Oregon-Hotels.html

If you are interested in staying in Salem please check ___ and we will get back to you with available rate specials.

Liability waiver: *Willamette Valley Corvette Association, Capitol Chevrolet, Vendors and all associated facilities assume no responsibility or liability for any theft or damage to vehicles, and/or displays and related items during move-in, show hours, or move-out.*

I have read the above Liability Waiver; I understand that it is a release of any and all potential claims regarding my participation in this event, and accept the provisions of the waiver.

Participant #1 (driver) signature: _____ Date: ___/___/2019

Participant #2: signature: _____

We also have some very nice T-shirts for sale in sizes **s r m l xl xxl and xxxl** in two color schemes: black/red and lime green/black (see pic on right).

The shirts are \$15ea or 2/\$28 if you are interested and you can pay for them with this registration form if you would like. Yes I would like ___ (blk/red) or ___ (green/black) in size S M L XL XXL XXXL these shirts are gender-neutral



Make checks payable to WVCA P.O. Box 20576, Keizer, Oregon 97307

(entry fee is \$25 after May 22nd \$20 before) Questions?

Call Stan @ 971-218-9951 or email: president@willamettevalleycorvettes.com



**WVCA
And Capitol Chevrolet
Present**



***CORVETTES*
at the Carousel II
(Glass on the Grass)
On June 22nd 2019
At Salem's Riverfront Park**

Please join us for our 2nd Corvettes at the Carousel Show 'N Shine event, and help make this show a positive event in our community. We anticipate up to 150 Corvettes and hundreds of local spectators for this Corvettes-only event. Your support will draw tourists and business opportunities, and provide a positive image for our city. There are several sponsorship opportunities still available, which include;

T-Shirt sponsorship:

\$1000 gets your name or logo emblazoned on 100 event T-shirts. Corvette folks wear their Corvette gear 24/7, and this advertising choice will pay you back for years!

Trophy sponsorship:

Have your name put on a trophy for only \$20 to \$100 depending on award. Or come up with your own award and trophy. Choose the winner at the show and present it on the spot promoting your product or business to the crowd.

On site vendor space:

10 X 10 spaces are available where you can promote your business all day long. Spaces are free of charge, but depending on merchandise, there may be a small fee owed to the City of Salem

Raffles, door prizes, goodie bag fillers etc:

Give us your stuff (goods, services, gift cards, discount coupons, ?) and we will find a fun way to give it away. This is great way to drum up fresh business.

We are open to other ways of promoting your business, and welcome your ideas. Contact information and other useful tidbits are on the back. Thank you in advance for your support of this event. We hope to expand it each year, and develop a long term relationship with your business.

Why Sponsor Corvettes At The Carousel?

The Willamette Valley Corvette Association was formed in 1968, and entered into a relationship with Capitol Chevrolet that still exists today. For over 50 years, our goals have been to promote Corvettes and the Corvette lifestyle. Our members own all generations of Corvettes, and several are planning to purchase the new Mid-Engine Corvette when it appears, hopefully next year. We meet monthly, and welcome all visitors.

We had 104 cars last year and anticipate 150 this year, and over 1,000 visitors . We advertised this event on a national level, and last year Eckler's Automotive Catalogue had a representative at the show to cover it nationally.

Family fun events are planned for the entire day, with some involving all the vendors at the show. This is a Corvette-only show, and Corvette owners tend to be an older, financially stable crowd. Corvette owners like high-end products, and spend pretty crazy sums of money on all things car-culture related, as well as spending money on leisure activities. Corvette folks seem to have some disposable income, and what better way to dispose of it than at your place of business.

Prices for various opportunities are on the front, and if you have any special requests please let us know. We will work with you to give you the most bang for your buck.

Contact Kent Muhle



WVCA VP

Carousel Event Chair

503-680-2907

vp@willamettevalleycorvettes.com

MARCH 2019
EVENTS ARE POSTED ON THE WEBSITE
<http://willamettevalleycorvettes.com/>

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
				<i>Club meeting 6:30</i>		
10	11	12	13	14	15	16
17	18	19	20	21	22	23
			<i>Jacket night</i>			
24	25	26	27	28	29	30
31						

2019 Standing Committees

Carousel II Glass in the Grass Car Show June 22nd 2019

Kent Muhle (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

Budget

Julie Hughes Jim Tiano Jennifer Anderson John Elegant

Activities

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

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

Place
Stamp
Here

