



CORVETTES
Salem, Oregon



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VOLUME 36, ISSUE 9 SEPTEMBER 2015

PRESIDENT'S CORNER



The August Jacket night was hosted by Tom and Shelly Paddock and was held in McMinnville at the Golden Valley Brewery and Restaurant. There were a total of 12 Corvettes that assembled at the Roth's West Salem parking lot for the drive to the restaurant. The temperature was up, so the tops were down! Margie Castro had arranged for group parking at a neighboring business so we were all able to park together, nearly filling the whole parking lot! **THANK YOU MARGIE!!!**

We have been to GVB before so the bar was set pretty high for this one, and they truly delivered. The beverages came out quickly

and the service was very friendly. They seated us in their meeting room, so we were a little isolated from the rest of the restaurant. Not too sure if they were being nice or if our reputation preceded us, but it was very nice all the same.

The Jacket Night calendar is passed out in January and members are encouraged to sign up and host one of the months. While Jacket Night is the third Wednesday every month, members are always welcomed to host an event at one of their favorite establishments, for any day or time.

It is easy as 123....

- ◆ Contact Roger Burgess to have your event included on the sanctioned WVCA event calendar.

(Continued on back page)

V.P. CORNER



Hi, as this unusually hot summer comes to an end and Fall brings comfortable temperatures and the changes of Fall colors, there is still time for members to plan a favorite drive.

Steve Tuttle says he can probably plan another day trip to some falls that includes a short walk. Don't want to put you on the spot Steve, but I guess I just did? Upcoming events: Sept. 16th, Jacket Night, sponsored by Ken & Vikki Ark. Details to follow via email. Liz Kraitler informed me that the Lighthouse Run and Clam bake has been canceled. Liz, maybe you can schedule next year? October means Friday Night Lights. Oct. 2nd Yamhill/Carlton sponsored by Joe & Margie Castro. Cascade, sponsored by Wayne & Janet Kreger, (date to be determined). They

have asked us to participate in their Homecoming celebrations by driving the King, Queen and their court on their special night, rain or shine. Oct. 17th, Awards Banquet. Nov. 18th, Jacket Night sponsored by Roger & Maryann. Place and details will follow. Dec. 16th, Christmas Party, 6:00 p.m. at Delaney Madison Grill, Keizer, OR. Planning committee is, Della Edwards, Liz Kraitler, Janet Kreger and Shelly Paddock.

Corvette enthusiasts know that the 1953 Corvette only came in one color, Polo White with a Red interior, but did you know that the original valve covers will have the words "Blue Flame" on the passenger side and "Special" on the driver side.

Roger

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

<http://www.willamettevalleycorvettes.com>

BOARD MEMBERS for 2015

President: Tom Paddock

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Webmaster: Ken Arck

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Member-at-Large: Lucky King

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Willamette Valley Corvette Association September Meeting Minutes Thursday September 3rd, 2015

Meeting called to order at 6:30 PM by President Tom Paddock.

Number of members present: 34

Number of guests present: 0

Guests:

New Members: John and Marti Graham, motion was put forth by Lucky King, seconded by Al Manrubia and passed without opposition.

September Birthdays: Charlotte Burton 4th, Ann Elegant 6th, Donna Baker 20th, Pat Ennor 24th, Kent Muhle 26th, Roxie Tiano 28th, and Duane Stark 29th

Treasurer's Report: August Checking Balance beginning \$7,755.77 and end \$6,504.15. August Money Market Balance beginning \$3,208.19 and end \$3,208.21.

Motion to accept the August Treasurer Report was put forth by Gene Kraiter, seconded by Pat Manrubia and passed without opposition.

Motion to accept the August minutes was put forth by Bob Koenig, seconded by Gene Kraiter and passed without opposition.

Announcements:

Past Events:

August Jacket Night 8/19 (Paddock) – Golden Valley Brewery in McMinnville.

Waynestock II 8/21 (Kreger) – Great turnout and tons of food.

Current Events:

- ◆ WVSR Carousel Cruise In 9/5 (Club)
- ◆ September Jacket Night 9/16 (Arcks)-Chevy's in Lake Oswego.
- ◆ Octoberfest 9/19 (Kreger) – Mt. Angel SACC Car Show
- ◆ Yamhill/Carlton Homecoming 10/2 (Castros)
- ◆ Cascade Homecoming ?? (Kreger)
- ◆ Awards Banquet 10/17 (Club) – Oak Knoll Golf Course

Apparel and Name Tags: Name tags are in, apparel should be next meeting. Contact Sherry Chandler if you want to order name tags.

Dues: Annual dues are due during the September meeting, \$40 family and \$30 individual.

Octoberfest Car Show: Wayne Kreger made the motion that WVCA donate a trophy (\$25) to the Octoberfest Car Show sponsored by SACC. It is September 19 and 20th. Motion to accept was put forth by Gene Kraiter, seconded by Julie Hughes and passed without opposition.

Rogue Valley Corvettes: Stan Czerniak mentioned that Rogue Valley Corvettes is putting on their annual cruise in on 9/12 in Ashland.

Corvette History: John Elegant mentioned that 52 years ago (1953) the Corvette name was patented by trademark. A group started with 300 names, did not like any of them. They were sent home and told to come back with a name each the next day or get fired, Myron Scott came back with Corvette.

Bowling Green: Tom Paddock and Al Manrubia went to Bowling Green, Kentucky to visit the Corvette assembly plant and the National Corvette Museum. According to Tom this was better than the birth of his daughter and his wedding. Thanks to John Elegant for arranging extra special treatment and a private tour by Gary Cockreil.

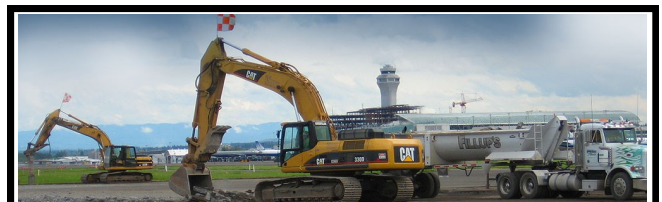
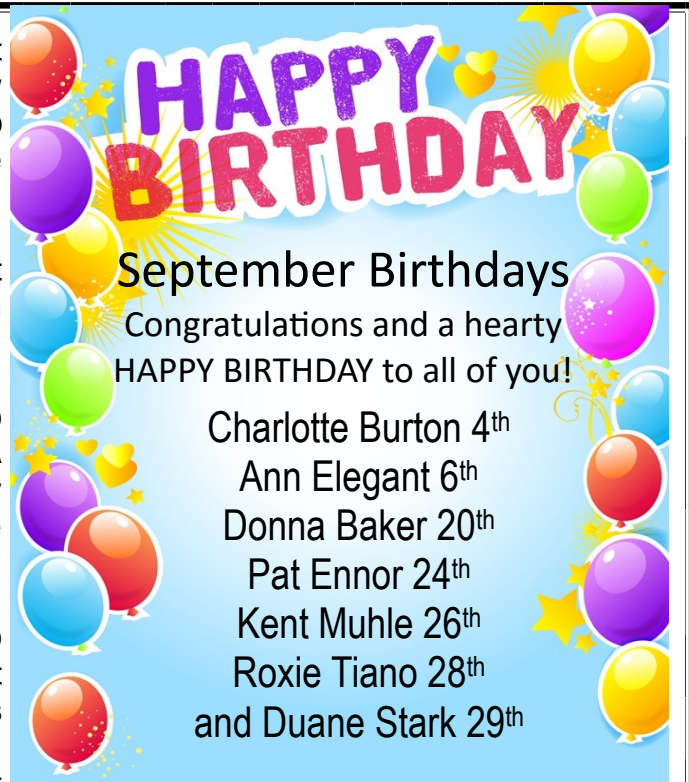
Tech Time: Ken Arck mentioned that his Expel Ultimate Clear Bra works miracles, he had a huge scratch and after applying heat with a blow dryer it was gone.

Trivia: Zora Arkus Duntov is considered the Father of the Corvette, he died on 4/21/96, what day was he born? Pat Manrubia answered correctly with 12/25.

Drawing: \$131 was earned. \$65 to the club, John Elegant drew Lucky King for \$33, and John Graham drew Sandra Stark for \$33.

Adjourned at 7:15pm

Respectfully submitted by Shelly Paddock - 9/4/2015



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WayneStock II

A week ago was a different weather day but if it had rained like it did last night we would have still enjoyed the day of food and socializing along with the showing of our cars in a sheep pasture called Kreger Park. Once the anxiety was over concerning building a fire that countered the statewide open fire ban I thoroughly enjoyed the event. However this event would not have happened without the help of others.

John Edwards helped make the park ready on Thursday. Among other tasks he solved the electrical issue. Additionally John and Della and the Harts provide an element of security by

parking their motorhomes at the park.

Don Chandler's connection with CAT products made the day with a mini track hoe to dig and cover the pit plus a 500 gallon water trailer for just-in-case. 2014 Member of the Year award does not cover the vast number of benefits to the club through his connections. His expression "I've got people" is not taken lightly by the club.

Jeff Levin is a like no other in operating a piece of equipment. Dug the hole (trip 1) covered the hole at 11:00 p.m. (trip 2) dug and covered the hole (trip 3). But his most important role was saving us from the embarrassment of watching Don 'perform' on a track hoe. Come to think of it Don's performance might have gone viral on u tube?



Lee Hart is a make it work and make it better guy. For the last two years he has added his talents to the event with the hair dryer blower and a much better plate lifting method plus a host of other 'make it work' creations. Lee, wearing the hat of firefighter, provided me with peace of mind by his comment that what we planned to do was safe. Lee, I needed that more than you know. Lee also added a series of photos with captions that defined the 'work readiness' for the event.

A very special thanks to all that helped set up and provide the food. The selection of salads was a meal on to itself plus a dessert table complete with home made ice cream. And of course Tom and his expert carving of the meat. It is events like this that amaze me that a group of folks from different backgrounds held together by the owning of a Corvette can come together and have so much fun. Think about it: Bringing your cherished Corvettes to a sheep pasture to eat meat dug up from a hole in the ground and guessing on the number of captured yellow jackets and calling it fun. Is that insane or what? You are the best.

Wayne





Cooper Tire: We Will Make Complete Tire From Desert Shrub In 2017

Sometimes, lowering the environmental impact of a car can be done by changing the materials its components are made from. For years, the U.S. tire industry has sought substitutes for both imported natural rubber and the petroleum that is used in synthetic rubber.

Cooper Tire is expected to demonstrate tires this week with components made from the guayule plant, [a desert shrub](#) from the Southwestern United States, according to *The New York Times* (registration required).

DON'T MISS: [Goodyear Shows Concept Tire That Generates Electricity From Motion](#)

The company says it will be able to make a complete tire from guayule-sourced rubber by 2017. Helping in that effort will be PanAridus--which grows the plants and manufactures rubber from them--as well as Cornell and Clemson Universities.

Several companies have also reportedly shown interest in guayule as a substitute for costly imported rubber environmentally-questionable petroleum. Bridgestone opened a "bio-rubber" research and manufacturing center last year, and Ford has a partnership with Ohio State University to find automotive uses for the substance.

A startup called Yulex--which previously worked with Cooper on the tire project being replaced by PanAridus--is also working to use guayule rubber in consumer products, including a line of wet suits for Patagonia. Cooper's project is part of a \$6.9 million Biomass Research and Development Initiative grant, being administered jointly by the U.S. Department of Energy, and Department of Agriculture.

ALSO SEE: [BMW i3's Tall Skinny Tires To Boost Efficiency \(And Cut Noise\)](#) (Mar 2013)

In addition to yielding latex that can be processed into rubber, guayule also reportedly produces resin that can be used in adhesives, flavors, fragrances, and biofuel. Fibrous material from the plant can also be made into biofuel, as well as construction materials, proponents say. Interest in cultivating guayule as an alternative to hevea--the source of natural rubber--has waxed and waned since the early 1900s. It became particularly strong during World War II--when advancing Japanese forces cut off U.S. access to hevea--and during the 1970s. Guayule grows much faster than hevea, but the latter still has certain advantages. Hevea is less prone to cracking, and doesn't allow as much heat buildup as rubber made from guayule.

MORE: [Jet Fuel From Tobacco Plants To Be Tested By Boeing, South African Airlines](#) (Aug 2014)

However, Cooper claims it has already made some tire components from 100-percent guayule rubber, and that it is well on its way to replacing others with the domestically-sourced material. Tires already account for 70 percent of global rubber use, and demand is expected to grow as more countries fully industrialize. Companies believe the industry could consume an additional 21 million acres of hevea by 2024. Bridgestone opened a "bio-rubber" research and manufacturing center last year, and Ford has a partnership with Ohio State University to find automotive uses for the substance. A startup called Yulex--which previously worked with Cooper on the tire project being replaced by PanAridus--is also working to use guayule rubber in consumer products, including a line of wet suits for Patagonia. Cooper's project is part of a \$6.9 million Biomass Research and Development Initiative grant, being administered jointly by the U.S. Department of Energy, and Department of Agriculture. *(From an article in Green Car Reports by Stephen Edelstein)*



Gold Beach Jet Boat Cruise & weekend Getaway

On August 8th and 9th, 4 Corvette H&W teams braved the Rogue River on a powerful jet boat with 26 others on an 80 mile journey. Joe, Margie, Don, and Sherry headed out on Friday and landed in Coos Bay. Don's radio wasn't working so he gave me a bunch of @%#\$& when Tom, Shelly, Roxie, and I showed up Saturday morning – all in good fun!

T&S and R&J left south Salem around 6:00 am and headed south on I-5, turning west towards Drain and on to Reed-sport. Just prior to the Elk viewing facility, we pick up a county sheriff in a large PU, towing a boat. TG that our

radios were working and Tom radioed ahead that he was being followed and we needed to slow down a bit. When we reached the viewing area, the sheriff kept on and that was our big excitement for the day, until the jet boat ride.

The 4 cars headed south on 101 to Gold Beach. Weather was great and once we got out of Coos Bay, there was little traffic. Reaching GB, we checked in to Jerry's Rogue River Jet Boats, ate lunch, and checked in to our hotel. It was around noon and our rooms were not quite ready but for 1 so we all dropped our gear off and headed back to Jerry's.

The jet boats need around 4 inches draft and there was plenty of water. The boat had 3 LS1 engines and burned around 500 gallons fuel during the trip. We saw lots of beautiful country, Eagle, Osprey, Elk, and Deer. A coupe people thought they saw a black bear but most of us missed it.

Our pilot was young, told lots of stories and facts about the area and points of interest. About 1/3 of the way East, we got our first soaking and end around slide/spin. In Tom's words, "cool". These pilots are very skilled and know the river well. Never felt at risk and completely forgot about everything but the ride.

2/3 of the way back, we stopped in Agness, a small community up river from Gold Beach, for dinner. There was lots of food and I think everyone liked it, except the coleslaw – not much taste. We were all soaking wet so imagine sitting inside on a bench.... I hate wet briefs!

As we re-boarded the boat to head back to base in Gold Beach, the wind started to kick up a little and the Sun was lower in the sky. Some of us felt a little cold and of course, each time we did something fun in the boat, we got soaked again. Don was the only one who felt comfortable while the rest of us pulled up the blankets provided by Jerry's. When the 101 bridge at Gold Beach came into sight, there was a sigh of relief for those of us who were a little cold. All in all, the jet boat was a blast!

Returning to the hotel and after warming up in the shower, we got together in an entertainment room, had drinks, snacks, and good conversation. M&J and D&S decided to head north on 101 back to Salem and McMinnville. T&S and R&J headed out around 6:30, ate lunch in Harbor, and then proceeded south to the Oregon/California boarder. We turned east and drove thru the California redwoods. Beautiful country but I made a mistake and missed the loop thru the Trees of Mystery where all of the cool stuff it. As we got closer to the north bound highway back to Oregon, the sky was starting to fill with smoke. Crossing into Oregon and to Grants Pass, the smoke thickened. We stopped east of Grants Pass to put our tops down. It was pretty warm and perfect cruse weather, except for the smoke. As we got closer to Crater Lake, where we planned to have lunch, I had to stop and put the roof back up because the smoke was too much and starting to make us have scratchy throats and sneeze.

We had a great lunch at the lake with little wait time at the big lodge. The smoke was not so bad as to obscure the view to the lake but still was not a clear as we had hoped. After lunch, we stopped at the tourist center. Once again, I took the wrong branch and we were headed back to Grants Pass. A quick 180 and we were back at the rim and on to the North road.

We reached Chemult and shortly after, T&S branched off to the west, returning to the Willamette valley. Roxie and I kept North for Redmond to spend some time with my Dad and sister. We headed home on Monday.

All in all, it was a great trip. I think we would like to spend a few more days in the Southern Oregon coast area to see the sights. I think we can give a big thumbs up on the jet boat ride and hope you can experience it in your future.

Jim Tiano



The Great Corvette Cruise in the Southwest

In last month's newsletter I suggested that members could submit their vacation narrative for the enjoyment of others, so I thought I would start the ball rolling with our vacation. Steve and Cindy Tuttle, myself and Barbara, Clay and Lan Mumby and Bob and Vickie Martina embarked on a very warm vacation on August 7th. It started at 5am when we met Steve at the Wal-Mart parking lot for the departure and then we were off! Drove most of the day till we got to Reno in Mid afternoon and caught a bit of Hot August Nights (and some rain). The next morning we went downtown Reno for a while to continue and then to Sparks for more.

Met Bob in Carson City the next morning and we all gassed up and headed out for the adventure. Went through Yosemite and lots of smoke and stopped in Clovis to see Clay's beautiful home and then we all headed to Bakersfield for the first stop. From there we went to Kingman to Show Low to Carlsbad to Santa Fe to Durango to Paige to Antelope Canyon to Las Vegas to Death Valley to Bishop to Lake Tahoe and home to Salem. All in all it was a great trip. We suffered multiple rock chips and damage to our windshields but not too bad for 4500 miles in 14 days. Steve and I were 2 MPG apart the entire trip with 26 and 28.5 MPG respectively. Temperature ranged from high 90's to 117 the entire trip with the exception of the one torrential Summer Monsoon none of us could believe! *(Buzz)*



Hot August Nights



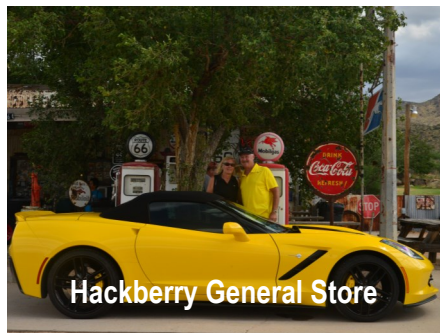
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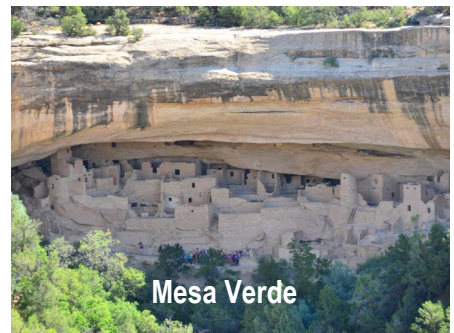
Carlsbad Caverns



Durango-Silverton Train ride



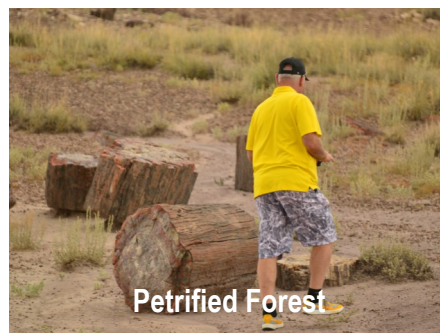
Hackberry General Store



Mesa Verde



Teepee Motel



Petrified Forest



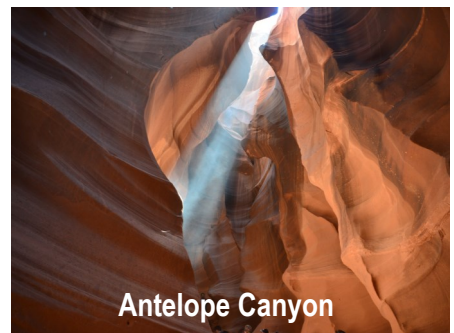
GM Test Mules-Death Valley



Famous Roadkill Cafe



Santa Fe Magic Staircase



Antelope Canyon



A couple of years ago I helped Al Manrubia with a couple things on his Corvette, and at that time he gave me a couple handfuls of his older Corvette Magazines. I do most of my reading online, so it was nice to have something to read that wasn't backlit and had large accompanying pictures.

When I started looking at them, there were several articles where Al had used an ink pen to underline important information within the article. Many of the highlights were about options, upgrades, and new techniques used in the manufacturing of the C7 Corvette. He also underlined 'Bowling Green Kentucky' several times. There were issues with articles about the National Corvette Museum sinkhole where the pages were earmarked and Al's writing was on the front cover stating which article number in the series was inside; Al really loves Corvettes.

In July, WVCA hosted an evening with the National Corvette Museum Development Officer Gary Cockriel. Gary talked about the NCM and the importance of preserving the legacy of the Corvette for present and future generations of Corvette enthusiasts. Al and Pat Manrubia were there that night and it was obvious that Al in particular was very interested about the topic that evening.

Two days later, Al was making arrangements to go to Bowling Green Kentucky.

The Half Penny Cruise-In was the following weekend. While at that event, Al walked up to me and asked how it felt to be the winner of the 'grand prize'? I was a little confused so I asked Al what he was talking about. "You won the big trip to go to Bowling Green Kentucky and see where our babies were made".

I assumed he was talking about the Corvettes.

In the ensuing conversation I learned that Al wanted to go sometime within the next month, and that picking the actual date was the only question left. Al's excitement was extremely contagious and we were both jumping up and down (inside of course) with excitement as we talked about visiting the Corvette Assembly Plant and the National Corvette Museum.

Then it actually hit me, I'm going to Bowling Green Kentucky!

The day after Waynestock2, we were on our way to Portland to spend the night at the Radisson by the airport. Our departing flight was before 5am the next morning and the hotel shuttle delivered us to PDX with plenty of time to make it to the gate. After a short layover in Denver we finally arrived at our final destination in Nashville Tennessee.

After getting the rental car situated, we were off (and so was the top) in a convertible Camaro! I have never been to this part of the country before and enjoyed the warm sunshine and being surrounded by the lush rolling hills. After a short drive we ended up at the 'Grand Ole Opry' in Nashville for a couple of pictures, and then we were on the way to Bowling Green. Once we checked in at the Hotel we went for a quick drive for some snacks before turning in for the evening.



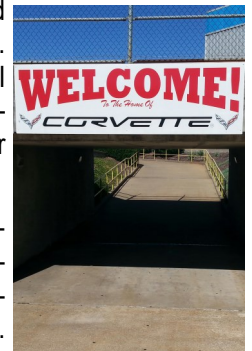
The next morning our plant tour was scheduled for the 8:30am group, so we took advantage of the nice breakfast at the hotel and then went on our way to the Corvette Assembly Plant. Now I have mentioned previously that I have never been to this part of the country, and I seriously had no idea of north, south, east or west. So, after going the wrong way, we got on the correct path to the plant and arrived at 8:29am. After I dropped Al by the front entrance I had to go park the car, then run back about ¼ mile to catch up with Al at the front door of the plant. There is an introductory movie before the tour, and we only missed the welcome and were able to see all the safety related content.

Fortunately, I was able to catch my breath before we started the tour.

The guided plant tour takes around an hour and is about a mile long. We got Al a wheelchair so I could push him around inside the plant, but what we really ended up with was a front row seat for the entire tour.

Our guide and the people in our tour group were very polite and allowed Al and I to be at the front of each assembly station where we stopped and the guide explained what was happening. This really worked well for me as I was able to hear the guide clearly, and Al could see everything and get his questions answered.

Picture taking at the plant was limited to 2 pictures, a picture of each of the entrance signs. One says 'Welcome to the Plant Tour' and the other said 'NO CAMERAS'. I can tell you however that the plant was very clean and highly automated. The thorough testing of the finished Corvettes yields a nearly 99% pass rate.



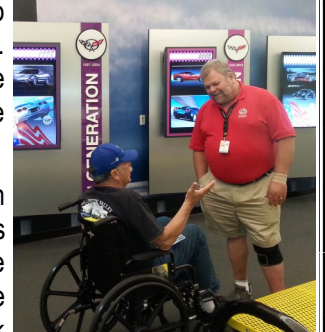
Cars that don't pass all the tests go to particular quality check bays where skilled technicians identify and correct the problems before testing the vehicle again. At the time of our visit the plant was making 170 Corvettes per day in a 10 hour shift. As we walked out of the plant, Al talked about each station and how smoothly everything went together. Now, it was off to the National Corvette Museum. When we arrived at the NCM, Gary Cockriel had told us to have him paged so he could come out and say hello.

Just when you would think things couldn't get any better, they did.

Gary is a very busy person, so I was thrilled that he would take the time from his busy schedule to greet us on our arrival. It was a very short time after being paged that I saw Gary walking towards us. He gave a warm, heartfelt welcome and said he would like to show us around the Museum a bit. Little did Al and I know that what was about to happen to us over the next couple hours was going to be better than finding a golden ticket to Willie Wonka's Chocolate Factory.

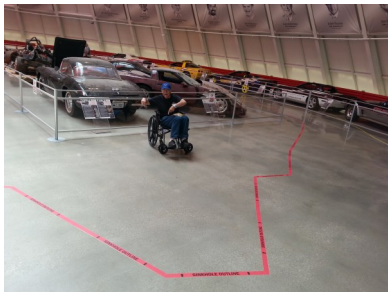


One of the first displays as you start winding through the museum is dedicated to Zora Arkus-Duntov. The Godfather of the Corvette's ashes are interred here, and the displays show the original 3 page letter that Zora wrote to GM advising the performance path the Corvette platform should go down. It was very humbling to think about the beginnings of this man and the influence he had over some very powerful individuals. He was a man of tremendous insight and was able to articulate his vision. A life sized statue of Zora wearing one of his favorite suits stands near the only Corvette Zora owned. Gary had some stories about Zora and the items displayed which included Zora's original racing suit he wore during the early development stages and testing of the Corvette.



One thing to keep in mind is that Gary has been involved with the National Corvette Museum in various capacities since the beginning, so he knows the story of every car on display. The depth and detail of the stories we were being told for each vehicle and the various items displayed were very interesting.

When Gary said "see that door that says 'staff only', open it, we are going in there". I wasn't sure what we were about to see. The large room had extra Corvettes in storage and some of the old Museum displays that will get rotated back onto the display floor at some point. We also saw the original neon sign used by the Museum and along one wall what looked like one of every motor that has been in a Corvette. After getting the complete rundown on everything in this area, we were back out to the general display area.



At this point, I wondered when the Oompa-Lompas were going to jump out!

The next part of the museum was the part that I know Al was really looking forward to, the Skydome. This is where the sinkhole occurred and the floor collapsed. The floor has now been completely repaired, but at this point only one of the 'Great Eight' Corvettes has been restored and Chevrolet is currently working another so



only seven were on display when we were there. The floor is marked with a red line where the sinkhole was, and a yellow line that shows the outline where the underground caves walls were located.

Bob Hellmann came over and Gary introduced him to us. He is in charge of all the displays at the museum and was one of the first people on the scene. He personally started removing the remaining Corvettes that were left on the display floor that day. Keep in mind that the part of the remaining floor he was driving on was suspended over a 45ft deep hole. He pulled out his cell phone and showed us pictures that he took that day, they were incredible. After the Skydome we saw the special NASCAR display. It included some old and newer NASCAR racecars.

Next we went into the Archives room where all the original records for all Corvettes are kept. There are also mechanical drawings that Zora did showing the concept for four wheel disc brakes on a vehicle, and other important documents. This is also where Al and I got to hold the original teakwood steering wheel in our hands. This was something Zora probably held in his hands. The room has a Halon extinguisher system and in case of fire, the person in the room has 17 seconds to get out the door, probably why her desk is only 5 steps from the door.

It was lunch time and Gary took us over to the Corvette Café where we had an awesome lunch. We met Sophia Sherman who

supervises the café and her husband and son work at the Corvette Assembly Plant. Then Bob, the President of the local Corvette Club came in and had lunch with us. He asked Gary if he was going to a cruise-in that evening at Bruster's Ice Cream Drive-In. Al and I had shakes there the night before so we knew where it was at and decided we would go check it out later that night.

At this point Gary's schedule caught up and he had some business to take care of so Al and I went back through the museum and got more pictures of everything we had just heard about earlier. When we were done with the pictures we headed into the Corvette Store to get some merchandise to take home. I saw Gary walking back over and he said he wanted to take us over to the new Motor Sports Park, and to meet him out in the front parking lot he was in a white Suburban.

We were hoping to get a couple laps around the track in the Suburban, but there were some people out there that paid for track time so we settled for watching Ferrari, Lamborghini and Porsches going around the track. On the way back Gary showed us the amphitheater before dropping us back at our car. After we said goodbyes, it was back to the hotel to talk about the day.

The Bruster's Cruise-In was a local event on a Tuesday night, so Al and I were shocked to pull up and see around a hundred cars on display. We saw Gary's '70 Chevelle Wagon and Bob's 2014 Stingray Coupe there. Quite a Turnout for a Tuesday night, it was impressive! We had some more milkshakes and then went back to the hotel for the night.

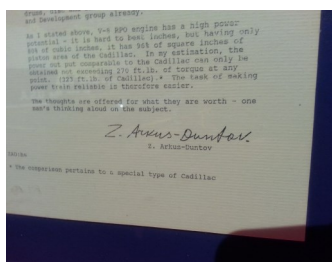
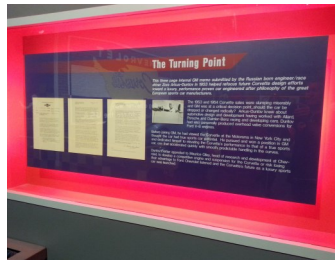


Wednesday was the day we came back home via Nashville then Denver. We made good time to the airport and had some time before we were on our way to Denver. Both Al and I had only carry-on bags so that made everything easier for the connecting flights. After landing in Denver at gate A7, I noticed we had 8 minutes till the next flight was boarding at gate A42. I started running pushing Al in a wheelchair at near warp speed. When we hit the end of the moving walkway Al caught air, but was undaunted. As I slowed to check his condition, he told me to "get moving, I'm OK, I'm OK!"



On the way from Denver we flew over the Canyon Creek fire in Eastern Oregon. It was very dramatic and the smoke plume was glowing orange from the flames. I took a picture with my phone out the airplane window from 35,000 it and it looks like one of the largest forest fires in Oregon history.

It felt good to be home, but the memories of this trip will be with me forever.





(continued from page 1)

- ◆ sign sheet is passed out, contact the restaurant to make sure they can accommodate the anticipated size of your group.
- ◆ Try to set up parking so WVCA members can park together. NOT NECESSARY, BUT NICE!!!

Not only will you receive host points that count towards Member of the Year totals, you will also receive the adulation and respect of all those around you, so it's a win-win scenario for you!!



1555 Edgewater Street Northwest,
 Oak Hills Shopping Center, Fair Oaks Way NW,
 Salem, OR 97304
 503-362-6858

Willamette Valley Corvette Association
 2855 Maple Ave NE
 Salem, Oregon 97301

Place Stamp Here

