



**CORVETTES**  
*Salem, Oregon*

# GLASS SASS

VOLUME 41, ISSUE 9

SEPTEMBER 2019

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**President**  
**Stan Czerniak**

**I**t is no secret that I am currently in the process of moving from Dallas, Oregon to Eugene. The primary reason for this is that during the 6 & 1/2 years that Shannon and I have been boyfriend and girlfriend (going together) I have spent a majority of my Fridays driving the 90 miles from Dallas to Eugene and a majority of the following Mondays driving the same 90 miles back to Dallas!

During the remaining days of the week, I have lived alone, and Shannon has lived alone. Now that might be ok if we did not enjoy each other's company and if we both needed a lot of "space", but the reality of the matter is that we both enjoy each other's company, don't need a lot of separate "space" and we are not getting any younger and "time is a wasting" and there is so much more that we could be doing together!!! That is to say, in the future, we want to spend much more time together than we ever have heretofore, during whatever time we still have left to be together in this world!  
*(Cont. Page 3)*



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

**T**he weather appears to have changed. The last couple of days I was hot and sweaty, now I'm cold and wet. I hear from Corvette people frequently that they don't drive their cars in inclement weather. When I had an unlimited income my C5 never saw the rain, but since my situation has changed I find myself with a black C5 daily driver. Without a garage. Yikes!! Before the Corvettes at the Carousel I had my old C5 ceramic coated and I love it. I can keep it clean with minimal effort, and it really has a good shine to it. But as with everything, there are pro's and con's.

How many of you drive your Corvettes year round? And what info sways your decision? When I was healthy I had two cars (at least). A fun car, and a daily. Since I owned a C5, I wanted my "Daily" to be as fun as my C5. I never accomplished that, but I had a 2014 Caddy CTSV that worked, and then a 2013 Jeep Grand Cherokee with a Hemi and all the good stuff. Nothing put a smile on my face like the C5 does though.

I love hopping into my C5 for any reason. But the miles are taking a toll. Some of you know I took a hit to the right side that requires a bunch of recon. I'm OK, and the AMISHVETTE will be back terrorizing the roads soon, but nothing lasts forever, and the reality is that the car is getting old.

I have been looking at values of various Corvettes since mine got messed up. If you have one to sell, you are gonna take a beating. If you want to buy one, now is the time! *(Cont. Page 3)*

**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**

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The automobile engine  
will come, and then I  
will consider my life's  
work complete.  
*Rudolf Diesel*

## **MEETING MINUTES**

### **WILLAMETTE VALLEY CORVETTE ASSOCIATION**

SEPTEMBER 5TH 2019

Meeting called to order by President Stan Czerniak at 6:29pm

Members present: 35

Guests-John & Karen Freitas '89 Red Vert, Dan Motley '99 C4,  
Stephen Sims '18 Black GS, Ken Marshall '19ELB ZR1

New Members: None

Birthdays: Charlotte Burton 4<sup>th</sup>, Annie Elegant 6<sup>th</sup>, Bob Watilo 9<sup>th</sup>,  
Pat Ennor 24<sup>th</sup>, Kent Muhle 26<sup>th</sup>, Roxie Tiano 28<sup>th</sup>, Duane Stark  
29<sup>th</sup>

Minutes Report: Tom Paddock

Changes to previous minutes: None presented

Motion to accept as published by: Vikki Arck

Motion seconded by: Joe Peters

Vote by membership: unanimous

Treasurers Report: Sandra Stark

Amount in Checking:\$12,847.26

Amount in Savings: \$ 3,209.17

Amount Petty Cash: \$ 11.00

Total All Accounts: \$16,067.43

Motion to accept presented by: BobKoenig

Motion seconded by: Kent Muhle

Vote by membership: unanimous

A motion was presented by John Elegant to move all funds to the savings account leaving \$5000 in the checking account to handle WVCA business. The motion was seconded by Ken Arck and after some discussion a unanimous vote was cast by members present.

General Motors/ Bowling Green/ Mid Engine Corvette update: John Elegant

John Elegant reported that Wendell Strode will be retiring as the head of the National Corvette Museum and will then be inducted into the NCM Hall of Fame. The Corvette Caravan was a success with WVCA members John and Annie Elegant, Ken and Sandra Kafka, Roger and Maryann Burgess and Roman Bazniak. There were over 5100 cars that converged on Bowling Green for the event and everything seemed to proceed smoothly. Ken Kafka talked about the Mid America event and how impressive the operation runs. Ken also was asked about seeing the C8, and said it looks better than it does in pictures.

For the most current information available be sure to register over at [MidEngineCorvetteForum.com](http://MidEngineCorvetteForum.com) , which is moderated by John.

President Stan Czerniak talked about the Corvette Day at the World of Speed August 24<sup>th</sup> and that WVCA together with Capitol Corvettes was able to represent with 17 cars cruising up I-5 to the event.

So, last April, we became engaged and have plans to tie the knot sometimes next Spring! In the meantime, we have decided to sell our houses and buy one together! And since we both only have 2 car garages and own 2 cars each, we found a home in Eugene that has 4 garage spaces along with a lift, so, at this house, we could keep 5 cars in garages if we wanted to!

Anyway, for the last three weeks I have been packing, what seemed to be an endless amount of treasured possessions (which in reality is mostly junk) and I also hauled several pickup truck loads of possessions that were donated to various charities! For the last 3 days, we have hauled 5 pickup truck loads of artwork, lamps clothing statues, plants and other items that I did not wish to trust to a moving company, etc., to the new home in Eugene. And have driven nearly 900 miles in the back and forth moving process!

On Tuesday (9-12-2019), professional movers will be moving all of my heavy furniture to Eugene and at the end of that day, my move will be officially over!!!

Then, of course, the real "fun" begins with the endless unpacking, deciding where everything goes and setting up house!!!

Now that I have said all this, I have been asked several questions from some of you, regarding my move and my status with WVCA: "now that you live in Eugene, will you remain the WVCA President and will you remain a member of the WVCA???" The answer to the first question is that YES, I will fulfill the remaining 3 months I have left as your Association President! I did not move to China and the drive to Salem is only about a half an hour longer that it was from Dallas! Besides, I enjoy driving (that's why I have and drive a CORVETTE) and I will devote at least as much of my time to WVCA business, as in the past,(or whatever it takes to get the job done), as I have during the past 9 months! I am proud to be your Association President as you are the best CORVETTE Club/ Association in the North West!

The answer to the second question is also YES and I have already paid my dues for the coming year and look forward to still being involved in fun activities with WVCA members for at least another year!

And regarding a third question I have been asked, which is: "will you be willing to run for WVCA President for a second year?" My answer is that I am considering that and have not ruled out that pos-

sibility! But I am also very interested in seeing if there are any WVCA members who would want to be the Association's President! The WVCA is truly blessed with some incredible talent that could lead our great CORVETTE ASSOCIATION to even greater heights!!! So, I will wait to see who is interested in being our Association President, before I decide, if I will run for a second term!

On another very important matter, PLEASE, PLEASE PLEASE, clear your calendars for Saturday, September 28, 2019 from 10:00 am-Noon, to attend the final (3<sup>rd</sup>) Capitol Cars and Coffee at Capitol Chevrolet!

They have been extremely generous sponsors to the WVCA and let's show our appreciation in return for this, by supporting this event with our participation! As before, there will be free coffee drinks, great cars and many car enthusiasts to get to know! The WVCA did extremely well during the first 2 Capitol Cars and Coffee and let's do even better this 3<sup>rd</sup> time!!!!

Shannon and I hope to see you there!

*(Cont. from cover)* But if you want the best sports car Chevrolet has ever had to offer, and you want to thumb your nose at EVERY other car maker, step up to the plate. There will always be a market for the front engine cars, but the mid-engined cars just flat are better.

Here's the good news. (and this is totally my opinion. I could be wrong) Entry level used Corvettes will drop in price. A bunch!!! There are a lot of C-4 through C-6 cars without many miles that since the C8 is so cheap will lose value immediately. C7's will drop, but not as quickly.

What that means, is that the C-4 and C-5 cars should start showing up on the market soon, and at reduced prices.

So why would I trade my C5 through C7 for a C8? I own a C5, and wasn't interested in the C6. I loved the C7 and planned on a Z06 purchase before life took a turn...

I almost bought a 1972 Pantera many years ago, and from a purely visceral point of view, that car stands out in a lot of ways. If you just love the Corvette feel and look, I'm sure you will fall in love with Chevy's latest missile. If you love performance though, just click the Z51 box. The C8 is a game changer. Once you see one you won't be able to look away. Once you sit in one you'll wonder why you wouldn't sit in one all day. Once you drive one..... I can't wait to wring one out!!

There are still some warm days and nights, so lets see those Corvettes out there!! Kent

The World of Speed has a Cars and Coffee every Saturday during the summer months, but this particular Saturday had Corvettes in the featured parking areas. It was quite a sight with all generations being represented. Stan also appointed John Elegant to chair the budget committee and members will include Shane Massey, Andrea Massey, Kelly Smothers, Jennifer Anderson, Sandra Stark and Jim Tiano.

They will have two meetings to put together and then present the budget at the November meeting. They will also explore the option for achieving a higher interest rate on the savings account and report back at a later meeting.

Stan also appointed an election committee to be chaired by Kent Muhle with Ken Arck and Kelly Smothers. Annie Koenig asked about longer terms for board positions and Kay Hanson said it used to be that way and was way too difficult to get members to volunteer for that long, and settled on the one year term.

Dues are to be paid no later than the October meeting so members will be able to vote. A new member information sheet was passed out to everybody so that all information is now updated on consistent forms.

Activities Report: Kent Muhle and Shane Massey

Upcoming Activities:

September 7<sup>th</sup>- Tacoma Corvette Club & Gamblin Chevrolet 1047 Roosevelt Ave East Enumclaw, WA- Parking opens at 9:00am. Entry \$25

September 14<sup>th</sup>- Day Cruise hosted by Julie Hughes and Dave Schwerdt- Shirleys Tippy Canoe 28242 Columbia River Hwy, Troutdale OR. Meet at Harbor Freight parking lot leaving at 9am.

September 14<sup>th</sup> & 15<sup>th</sup>- Mt Angel Oktoberfest Cruz'n Car Show- Wayne Kreger talked about this SACC event and there is a different show each day. Members can attend both days with trophies being handed out each day. \$15 registration fee per day.

September 18<sup>th</sup> Jacket Night Hosted by Kent Muhle- The Home Place Restaurant 1080 N 1<sup>st</sup> St. Silverton, OR 97381. Meet at Harbor Freight parking lot at 6pm, leaving at 6:15pm.

September 25<sup>th</sup>- Mt Hood Corvettes Day at PIR- Special parking arrive at 3:30pm- more info at the September meeting

September 28<sup>th</sup>- Capitol Chevrolet Cars and Coffee 3<sup>rd</sup> event- This is the last on for the year so please help spread the word.

October 26<sup>th</sup>- Halloween Party hosted by Shane and Andrea Massey- Trexler Farm 20146 Ferry Rd SE Stayton OR- \$20 buffet with more information at the October meeting

Every 1<sup>st</sup> and 3<sup>rd</sup> Wednesday- A&W 1215 W Washington St, Stayton Oregon Starts at 5:00pm usually around 120 cars attend so be early for best parking. Good music and A&W food too.

Glass Sass- .

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.

Tech Time-

Paul Ennor reviewed Meguiar's Ceramic Wax and was very impressed with the application and how driving in a light rain the car nearly cleaned itself.

Dan Motley asked about changing the headlights on his C5 and Kent Muhle offered help.

Trivia- Stan Czerniak asked about Z06 Corvettes. C7 is 650hp, the C6 was 505hp, but what was the C5 hp rating? The correct answer was 385hp going to 405hp later. Somebody answered correctly and got 50/50 tickets but this reporter didn't catch who it was.

50/50 Raffle

\$ 111 total collected by Lucky King  
\$ 57.00 to the club  
\$ 27.00 drawn with Lee Hart winning.  
\$ 27.00 drawn with Stephen Sims winning.

Meeting adjourned by Stan Czerniak at 7:23



# Gibson Creek Car Show

By: Paul Ennor



On August 11, 2019 the Gibson Creek Assisted Living Home invited local car enthusiasts to come show their cars. To get interest the retirement home promised to feed us a Barbeque lunch. President Stan asked club members if they wanted to participate. Due to some confusion about the date and possible conflicts I was the only WVCA member who offered to show up. It was easy for me since the retirement home is within walking distance of my home. I cleaned up the '82 Vette and since it was an all commers show I asked my wife Pat to bring her 2011 Camaro too. We had a good time seeing other non-Corvettes that showed and talking to other car people. There were several cars there that I remember seeing at the Stayton A&W cruise. The weather was perfect.



## A LONG DRIVE TO ASTORIA FOR A SMALL LUNCH

By: Paul Ennor

On Saturday August 17<sup>th</sup> Top lead a small contingent of WVCA cars from Walery's Pizza north to Astoria for lunch at the Bowpicker. I guess most everyone except me knew that the Bowpicker was nothing more than a Portland style food cart. As a result, at least one member who never travels with more than \$2 cash in his pocket and uses a card for everything else was surprised to find that the Bowpicker only accepts cash. I had cash but didn't know it was a one item menu food cart so I drove the whole 123 miles talking about the clam chowder and shrimp I was going to have. NOPE! It's fish and chips only which I found out only after getting there. No matter though, it was good fish, halibut, I think. After standing in a block long line to climb a flight of stairs we took our fish and chips to picnic table under a tree where we had our lunch and Tom gave up a synopsis of the rest of the afternoon. He took us up the hill to the Astoria Column where because of the fantastic weather we were treated to the best view of the Columbia River and Youngs Bay that I've ever experienced. Upon leaving the column Tom lead those of us who chose to follow him back to Salem down some roads in the Clackamas State Forest that I didn't even know existed. We left West Salem at 9:00AM and when I pulled in my West Salem Driveway it was almost 6:00pm.

Tom put together an absolutely stunning run which we all really enjoyed. Even my old '82 Corvette seemed to appreciate a day on road instead of just sitting like it usually does. Here are a few pictures:



# AUGUST JACKET NIGHT

By: Paul Ennor

When making plans to host a jacket night it's usually a good idea to try and pick a night when the weather will be at least dry so that club members can enjoy taking their Corvettes out for a drive. Failing that, it's best to plan the evening dinner somewhere close to town where members can just drive their tin cars and sit in a warm dry restaurant sharing conversation and a good meal. It was with these seemingly simple rules in mind that when in January a sign-up sheet went around begging people to pick a month to host a Jacket night. Pat ask me if we wanted to do one. I thought long and hard and said, "sure, let's pick August. The weather will be nice then and I have an idea for an out of town place". I thought it was a great plan. I wanted to go up to Lyons to an almost unknown restaurant called Trexler Farm. It's not far from highway 22 but well-hidden and disguised like an old saw mill. I thought it would be fun. I knew the food was good. But "the best laid plans", as the saying goes don't always work out. Who would have guessed that it would rain on August 21<sup>st</sup>? Well it did! No matter. I had estimated 24-26 people would want dinner. That's what I told the restaurant. We ended up a couple short of that but it was not a problem. The hardy souls who took their Vettes out to follow me up to Lyons found a number of less hardy ones who met us up there via other transportation options.

The buffet meal of smoked brisket, chicken and all the fixin's was topped off with a superb multi-berry pie for dessert. I think everyone who attended had a good time and it sounded like everyone liked the venue.







## Mid Engine Monthly Update

(By John Elegant):

The biggest news is the C8's final pricing. While it was announced at "under \$60,000" at the 7.18.19 livestream reveal, with its screaming pre-sales (many dealers are truly sold out for the entire 2020 C8 allocation), the final pricing of \$59,995 includes \$1,095 for freight delivery charges (not included during the C7 era). Every C8 has standard a dual clutch transmission and a dry sump system. Most amazing is that if you got a C7 with automatic trans (as 80% did), your delivered-to dealership price for the C8 is only \$1,000 more. For full pricing info:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/59577-official-c8-build-price-site-up-194-mph-top-speed-and-at-59-995-msrp-incl-dfc>



Here's the GM to Dealer Complete C8 Packet: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/60101-c8-information-packet>

Not sure you like it? That's more than fair. Here are the so far announced C8 dealership visits, though please call in advance to find out that dealer's specifics; <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/45033-c8-display-dealer-tour-locations>

A bit of warning to those who have gone to see it, though going with a "don't think I like it"; or, "I am far from convinced"; or a "going to have to convince me" feeling, most have returned from seeing it in person having a changed, now very positive C8 feeling. Not all but most. One dealership which had 91 total 2020 C8 allocations, pre-sold ten of them before their C8 was unveiled at 9:30 AM, and in the next 2 1/2 hours got deposits on the remaining 81; however, they then had some angry people who showed up later that afternoon but were not being able to pay a deposit. There remains plenty of 2020 allocations at MSRP at this time, so if you have having trouble, please contact me at the forum via a private message (and of course I never get a referral fee).

GM created a fantastic visualizer for anyone to create their ideal C8, and to easily change back and forth exterior and interior colors and major options: <https://visualizer.chevrolet.com/ui?carline=corvette&modelyear=2020&brand=chevrolet&language=en&country=US&channel=b2c>

So many interior enhancements with the C8, starting with now three exciting seat options, the increased cabin interior width, its over 1" in leg room , +1" in seat cushion to bottom of roof panel height.

The C8's interior cabin is larger than the C7's, with so many posts from larger folks saying that "I fit better in the C8 than I did in the C7." Here are some examples including, at the extreme, one person with a 36"/37" inseam, another at 305 pounds. <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/51680-large-people-fit-6%E2%80%99s-he-fits-in-c8>

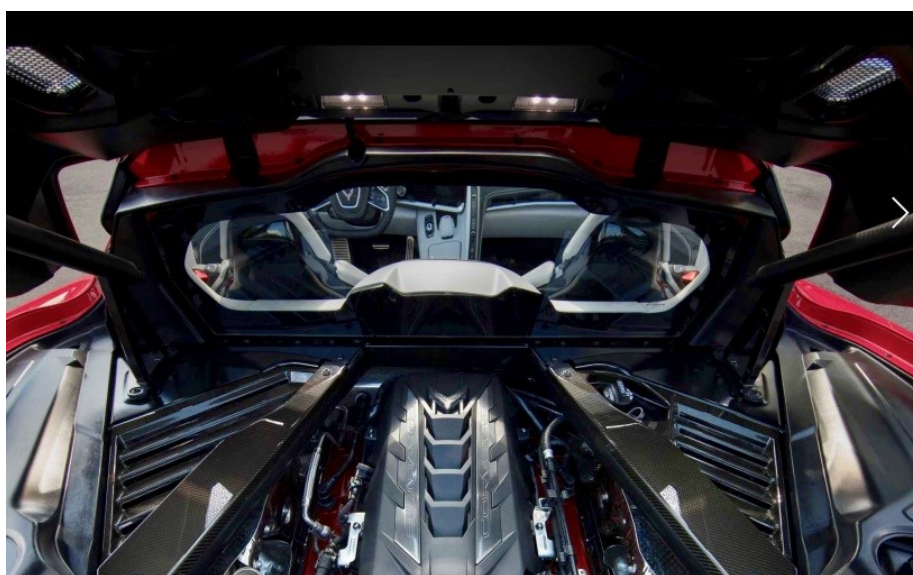


Trip travel space is the same as the C7 coupe, with room for a hard case full-sized airline travel bag in the frunk (front trunk), and a lap top back on top of it and some squish-ables too, and in the back you can put two golf bags, or two more suitcases, or similar sized items in its 53" side-to-side width.

GM also officially told us that the mid engine StingRay's HT Convertible would be revealed this fall — as will be the C8.R. Thinking both might be revealed at the C7.R's Oct 12th Petit LeMans race in Accelerate Yellow Metallic?

One of the most positive parts of the C8 is seeing its engine compartment through its back hatch window. Here's one picture, with more at the thread.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/52894-c8-engine-cover-pictures>



If you only watch one C8 video in the next week, I recommend this "Infotainment Walk-Thru" one.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/54965-c8-infotainment-walk-through>

C8 ordering officially starts on September 12th, and production of first customer coupes on December 2nd. More C8 update news next month. If I ever can be of help, contact me at

[www.MidEngineCorvetteForum.com](http://www.MidEngineCorvetteForum.com). It is already the second largest C8 content forum in the world, over 3,100 members and

grow quickly, and certainly the friendliest C8 forum. If you are not already a member, thanks for considering visiting us.



## With Friends like these who needed enemies?

*By: Paul Ennor*

Where did the summer go? The State Fair just started and it seems like we were just at our big show in River-Front Park in June. I spent quite a bit of my summer impatiently waiting while my old '82 Corvette underwent electrical repair work at Harold's Auto Repair in West Salem. Oh, the joys of owning old hardware. It's an adventure that never ends. Never mind, the reason for this month's look back in time is to tell a story that I've told and written about before. It's September and I thought that since this is Pat's and my 43<sup>rd</sup> anniversary month I figured it might be a good time to retell the story of how WVCA got involved when Pat and I got married way back in 1976. So, if you already know this story go ahead and skip to other sections in this issue of Glass Sass.

The story starts like this: It was little more than three years after I had bought my first Corvette, a new 1973 convertible which by the way still sits in my garage. I was a young fellow of 25 when I bought that first Vette. If it were not for having that '73 and joining Willamette Valley at the same time I never would have met my wife Pat. It was a Corvette banquet in 1974 and my deep involvement with WVCA that brought Pat and I together via a blind date. But that's another story. I'll save it for some other time.

By the summer of 1976 I asked Pat, to marry me. So, it was only natural that WVCA would somehow be involved in our wedding because we were so active with WVCA in those years and the club was very small then so most of our friends were in the Corvette club. We made our plans for a small church wedding with a reception at another site, a local hall where we could have alcoholic beverages which a church wouldn't allow.

We invited our close friends, relatives, and of course the Corvette club members. Two of my best friends, as well as my brother were on my side of the isle. Pat had one of my friends' wives, her sister, and a co-worker's wife, standing up for her. The Corvette club President, Dude, who was a fatherly figure gave Pat away because her father had passed away a few years before. All went as expected during the ceremony. We moved the wedding party to the rented hall a couple of miles away from the reception, and everything was going smoothly like any wedding reception for a little while. And then things sort of went off the rails so to speak. I mean things got completely out of our control!

We greeted our guests and managed to get to the part of the proceedings where we cut the cake. Meanwhile some of our WVCA friends had secret plans of their own. One of them persuaded Pat to go out to the parking lot on some pretext that I was out there and needed her for something. She was still dressed in her wedding dress. Meanwhile a couple of the Club ladies kept me busy inside to make sure Pat and I stayed far apart. Once Pat

was in the parking lot, my best friend pulled his pickup close, while the other guys picked up Pat and tossed her in the back of the pickup truck bed, wedding dress and all! Then they all piled in the truck and off they went. It wasn't long before one of the ladies came running up to me and said that the guys had kidnapped Pat, but I was not to worry because she was sure she knew where they went. These 3 ladies said they would take me to find her. The four of us all piled into a 68 Corvette convertible and off we went to find Pat, or at least that's what they told me.

Now naturally this had all been well preplanned by these people, and I would later find out that my father was even aware of the plan too. The guys had taken Pat to a tavern on the North end of town. The girls took me to a tavern on the South end. I guess the plan was that on the third stop we would all meet at a tavern in the middle of town and they would get us back together, but only after getting us really drunk.

Meanwhile, the wedding party continued at the hall without either of us. And the rest of our guests wondered what happened to us. Apparently, the plan had some timing flaws because the girls were never able to get together with the guys. It might have worked if they had cell phones but in 1976 cell phones hadn't been invented yet and the plan, such as it was, depended on perfect timing to make everything work. In the end the four of us in the Vette and the four in the pickup all visited each tavern in the pre-planned route passing somewhere in the middle of town without ever seeing each other, the girls and me from South to North, Pat and the guys from North to South. We all visited and had a beer or two at every tavern on their route. The guys ended up taking Pat back to my house where my family was waiting for us to go to dinner. The girls ended up returning me, drunk as a skunk, to the now empty reception hall to pick up my old 47 Chevy, thoroughly decorated with "just married graphics" and I drove it all alone back home to my waiting bride and family. I think that I'd have felt really stupid had I been able to feel much of anything at all about then because I was drunk as a skunk.

Back at the house I found Pat, almost as drunk as I was but a whole lot madder, sitting with our family who had been waiting for us to go to dinner for quite some time. My Dad thought the whole incident was pretty funny. My Mom didn't see and humor in the situation at all. Pat was ready to kill a couple of guys and probably would have if she could have been able to stand up to take a swing. I was drunk, mellow and had just spent the past 3 hours riding with 3 girls in a Corvette, 2 of them in my lap, and drinking free beer.

We threatened to get even with some club member, any club member for years. But time heals all wounds and we even let the main perpetrator get by Scott free a few years later. It's too late to get him now. He passed away three years ago now. But I must admit, WVCA gave us memories that have lasted a lifetime.

Saturday the 31st of August was the Carousel car show in Riverfront Park and very few WVCA Folks attended, but Kelly and Andrea did and showed both of their beautiful rides, It was 83 degrees and a bit warm but otherwise it was PERFECT and a great show!

There are a few more shows this year and other activities to take part in, so come on and join in before the 21st (1st day of Fall)..





# 2019 Standing Committees

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

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 Steve Halverson

## 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

