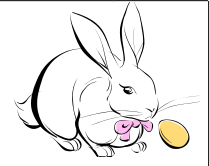




**CORVETTES**  
Salem, Oregon



# GLASS SASS

VOLUME 45, ISSUE 4 APRIL 2022



WVCA President  
Kelly Smothers

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**G**reetings Vettters. Out and about, and a little manual labor.

Last month I wrote about the President's Run dates, and this month they've changed. Andrea took some time to coordinate this event as I have been swamped. Thanks Dear. The new date is 22-24 July based on availability at the Running Y Resort. Yes, that is Friday/Saturday night. Drive home on your own Sunday. I will set up dinner reservations for Saturday night. But I'm sure we can find some trouble to get into Friday night as well.



Last Month I wrote about a potential plot of land for our "Glass on the Grass 55th Anniversary Bash" coming in 2023. Joe Peters recently found out that Sunrise Park in Sublimity. While this is a ways from Salem, it isn't all that far. The Car Show committee will continue to look at potential spots, but I thought I would share this one. Summerfest car show will be held here 30 July, 2022.

The saga continues. This last month I worked a deal with my paint guy to let me work in his shop for a week, learn from the masters as well as do my own work on the '13 C6/GS. I have been a hobbyist mechanic my whole life, and most recently been training myself in paint correction as well as paint prep and paint application.

This includes cut and buff of newly applied paint and prepping the paint for wax or ceramic coating. This was an opportunity for me to provide my own labor on N2TRBL while learning a few tips and tricks from the guys that have been doing it for 40 years. While oddly very satisfying to get out of my 10 hour days of sitting, and then working on a concrete floor, I will say that I am not a young man any longer. Ha Taking the C6 apart was just a little easier than when Andrea and took apart the C7 a couple years ago. If you have any trepidation on working on your car, you shouldn't. These vehicles are designed/engineered with ease of work in mind.

The process. Get a notepad and get a parts organization box from Harbor Freight. Stop, don't go any further until you have this. Next on the list is having the right tools. On these cars, it's all metric. Stock up on 7mm, 8mm, 10mm and T15 and a T30 Torx bit. As you begin, start by labeling the parts box by the area you are going to work on. Right rear wheel is a good easy place to start. Wheel liners need to come out first. To fast forward a bit, three hours later, you can have everything off and ready for prep. Prep took about three days of sanding. (Cont P4)



**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 Northwest Car and Motorcycle Museum, 3995 Brooklake Rd NE, Salem, Oregon 97303, or if you can not make it in person, you can go on line at <https://join.freeconferencecall.com/wvca>. We welcome all Corvette enthusiasts and prospective members at any of our meetings. The Willamette Valley Corvette Association, Inc., was organized in 1968 to create an esprit-de-corps among Corvette owners; to further the general interest in Corvettes as a sports car; to provide an organization for the exchange of technical information between Corvette owners, dealers and the manufacturer; to encourage skillful handling and safe driving; to provide social gatherings of Corvette owners with a common interest; to encourage and assist members to compete in sanctioned events sponsored by WVCA and by other clubs with similar interests, and to encourage dealer/club co-operation and promote community betterment. Visit our website for more current information regarding our Club activities and events:

<http://www.willamettevalleycorvettes.com>

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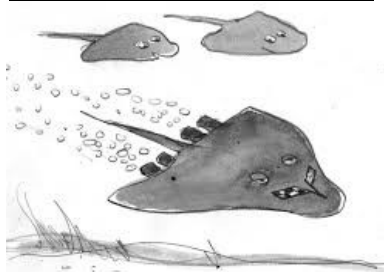
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"Cool. A Corvette stingray."

# Meeting Minutes

## Willamette Valley Corvette Association

APRIL 7TH 2022

**Called to order: 6:30pm**

**Guests: None**

**New Members: None**

**Birthdays:**

Martie Valenzuela 4/09

Tom Paddock 4/10

Gary Hill 4/16

Darrel Holmes 4/17

Shane Massey 4/21

**Previous month's minutes:**

Corrections or changes to the minutes as published in the Glass Sass. Jacket Night location

### TREASURER'S REPORT FOR April 2022 GENERAL MEETING:

December Beginning Balance in Checking	\$ 4,969.95
Cash on hand	\$ 152.50
Savings	\$ 10,611.75
Total	\$ 15734.20

### President's report:

Summer is here: Lots of events and event planning going on. Help plan one. We need Weekend cruise destination leaders/organizers. I am planning a Mt. St. Helens run (8 hour trip) in early June if the tea leaves align.

I have Iron On WVCA patches for your Club Jacket, \$20.00 Pay Me.

The President's Run announcement is in the Glass Sass. July 22-24 Make your reservations now, 20 people 10 cars currently reserved.

Jacket night 20th - the old Spaghetti factory Corvallis.

July 15-16 High Desert Corvettes show is now off.

Southern Oregon Corvette Association scheduled their car show the same weekend and they did not have enough Registrants to pay for the venue by the cutoff time.

**Vice President's report:**

16 April, \$5.00 per hand, we will have last stop at NWVC&MM - Shelly needs help. Wayne volunteered to help. Thanks Wayne!!

20 April Jacket night is hosted by the Hill's. Meet at Walery's pizza. Run down 99 to Old Spaghetti Factory in Corvallis.

5 May Cascade Car Show - Cascade High School

14 May Tillawheels Show and Shine Tillamook

3-4 June - Function 4 Junction, Friday night cruise and Classic Car show

**COMMITTEES REPORTS:**

SACC & AREA EVENTS: Joe Peters- Nothing to add beyond what President and vice president talked about.

NWVCMM Representative: Wayne Kreger Nothing to report

Bowling Green Update: National Corvette Museum: Nothing new to report

Car Show Committee - Andrea Smothers will lead the logistics of this for 2023. Joe, Kelly, (Kent as emotional support) There are about 20 people signed up to help with the 2023 car show. Kelly was very very happy to see the enthusiasm. An online meeting will be Tuesday April 19<sup>th</sup> @6:30 next week to start planning anyone can join.

**Old business:** None

**New business or good of order:** None

**Tech Time:** Kelly S. took a vacation from secular work and spent 7 days dismantling his C6 sanded clear coat off and then his paint guy painted it. Then Kelly assembled it. His paint guy did the cut. Kelly will do the final polish. C5 & C6 are easy to work on.

Blasphemy Also working on the 1960's Mustang. Turning it into a rust-o-mod.

**Trivia:** Andrea S. put these together.

In what 3 cities has the Corvette been manufactured? Bowling Green, St Lois, Flint

How fast can a C7 go in reverse? 53mph

How many times has the Corvette been used as a pace car for Indianapolis 500? 13

**50/50 Raffle:**

Darrel & Larry won \$25.00 each.

**Adjourned**

7:30pm

(cont from front page) As you can see from the first photo, I also removed the door panels (kind of scary, loud scary sounds) and the subs, so I could remove the exterior mirrors (the hardest part of this job).



After a day in the paint booth, putting it back together was a breeze. I did need one other person to help me with the trunk lid and getting it aligned, but it took about 4 hours to put it back together.

Now comes more sanding, cutting, and buffing. Hopefully I'll have this completed in time for our next club meeting. Those that have seen her, know how bad the crazing was. It was the little things that drive me crazy. One more item of interest. I did drill holes (omg) in the rear bumper cover for the new spoiler. Measure twice... Lesson learned. I will never buy a car sight unseen. Even from the number one corvette salesman in the world.

As the weather turns, I certainly hope you get out, get your car dirty and wet and enjoy some camaraderie with like-minded folks.

*SaveTheWave, Kelly*



Being as iconic as to bear the monicker America's sports car, we all know a thing or two about the Chevrolet Corvette. Its almost seven decades of existence warrant some facts to be known and today

we just learned one of those facts, thanks to GM Design on Instagram.

Apparently, GM designed a four-seat Corvette in 1962 to take up the famous Ford Thunderbird at that time. And most importantly, the Instagram account posted images of that concept, giving us a look at an official four-seat 'Vette that never happened. See the embedded social media post below.

As you can see, this 1962 Corvette four-seat fiberglass concept was a precursor to the second-generation Corvette which would eventually be introduced in 1963. It does have the design of the C2, including the Bugatti 57 SC Atlantic-inspired split rear windshield styling. Of course, the difference lies with the availability of rear seats.

The concept didn't reach production, though. The social media post doesn't provide any explanation, but we're guessing it all boiled down to business decisions during that time, including the sports car positioning of the Corvette nameplate – as opposed to the personal luxury car segment that the Thunderbird was being marketed in.

GM was pretty busy before the Corvette C2 was born. It was then that Zora Arkus-Duntov toyed with the idea of a rear mid-engine/rear-wheel-drive Corvette, which we all know has become a reality with the current Corvette C8.

With that said, can you imagine what would have happened with Corvette's course in history if the four-seat model came into fruition? Let us know your thoughts in the comments section below.

And oh, if you're curious, the black and white photo above was taken by Walter Farynk, GM's chief photographer back in the day.

What year Corvette was the fastest? Read about it here: <https://lemonbin.com/fastest-corvette>

What is Corvette's current slogan? <https://www.corvetteblogger.com/2013/01/08/chevrolet-introduces-new-global-tagline-find-new-roads/>

What does the C stand for in Corvette? C: Corvette as far as I've always known... and the number refers to the generation of Corvette it is.

Z06: is named after Zora Arkus-Duntov who originally made the Z06 competition package for the 1963 Vettes.

RPO: Regular Production Option

LS: It may come from Larry Shinoda who was a major designer of the C2 Corvettes.



## My first Spring Corvette trip a LONG time ago

By: Paul Ennor

I'm going to tell a very old story this month. It's April 2022 now but the story I'm about to tell happened 49-years ago.

I'm as surprised as anybody that my mind is able to pull out stories like this that are half a century old. This April and the cherry trees are in full bloom down on the Capitol Mall. When this story took place, those cherry trees hadn't even been born yet let alone planted.

I had an almost brand new 73 Corvette Roadster. I was still single without even a dog to tie me down. I hadn't joined WVCA yet that would come two months later. I was still a member of the El Camino Club in Portland.

One of my best friends from high school had introduced me to that club my pickup truck was a 59 El Camino. My good friend from that club had just gotten married and moved from Portland to Redmond.

It was the first weekend in April of 1973. The weather was unusually warm and nice that Sunday. I called my friend in Redmond and asked if they'd be home because I wanted to drive my new Corvette over and visit. They were thrilled at the prospect of seeing each other again as well as getting to see a new Corvette because we had both dropped away from the Portland Elkie club when I bought a Corvette and he moved to Redmond.

So, with little thought or planning or even consulting the weatherman I headed East in my new red roadster, top-down. I got to their home in Redmond, took them for rides in my new 454 Vette and they invited me to stay for dinner which I accepted.

We visited until about sundown when I told them I needed to head back to Salem because I had to go to work on Monday. As I left Redmond it was clouding up but I paid no attention to the sky at all. It had been sunny and warm all day. I left with the top down. When I got to Sisters there were a few snow flakes in the air. But it had been nice earlier. I must just be a little flurry I thought to myself. After all this is Central Oregon where it's dry most of the time.

I stopped for an ice cream cone at the Snow Cap drive-in. Then I put the top up and continued West toward the Santiam pass. It was getting cold so I cranked up the heater. When I got to the Suttle Lake Road it was really snowing hard. I was driving on packed snow on street tires but the Vette was doing Ok and there was no traffic at all.

C3 Corvettes were pretty good snow cars really and the Vette was doing really good until, finally, as I tried to make it up the hill at Suttle Lake there was no traction. I backed down and tried it three times but it was no use. I turned around and headed back to Sisters where I stopped at a gas

station, filled-up the Vette and inquired about road conditions going north on Hwy 97, figuring I'd just go up north to I84 and then into Portland.

The station attendant said he heard that 97 was really bad north of Madras but that Hwy 26 over mount Hood was still passable. At this point I had a few options:

- I could go back to Redmond and stay with my friends until the roads were cleared.
- I could get a room in Sisters and wait it out.
- I could take a chance and try getting home over Mt. Hood.
- I could spend the night sleeping in the car in Sisters like a homeless person.

Keep these facts in mind:

- I was 25 years-old and very self-confident.
- I've always been adventurous.
- I had a brand new 454 Corvette.
- I thought I needed to be in the office at 8AM the next day.

***This is a quiz, "what option did I choose?"***

Yup, I took option #3! I pointed my new Corvette North to Madras back through Redmond without even stopping and on to Hwy 97 to Madras. The snow was dry and blowing in Madras but the pavement was mostly bare. I took the Hwy 26 junction toward Portland like the gas station guy in Sisters had suggested.

It was snowing harder now and I found myself stuck behind a semi pulling a load of plywood veneer. I kept him about 8 car lengths ahead of me and decided not to try a pass in the snow because visibility was somewhere between zero and nothing. The truck driver flashed his lights to let me know he knew I was there. I flashed mine back letting him know I intended to stay put behind him.

We convoyed like that at 25 to 30 MPH on packed snow and a driving snow storm all the way to Rhododendron where the pavement began to show through the melting snow and I passed him. He flashed at me again, I flashed back as a thank you and continued on to Sandy where I took the back way into Salem via Molalla. I got into my bed by 3AM and yes, I was at my desk in my office the next morning with a cup of coffee, on time, but still half asleep.

There's a moral to this story. I guess there's more than one actually:

- Don't trust Oregon weather in the mountains.
- Always check the weather before setting out in your Corvette during April or September in Oregon.
- Bring emergency supplies with you just in case.
- Don't be afraid to stay put and wait out the weather when it's prudent. Truckers can be your friend on the road if you're curious.



# Mid Engine Monthly Update: 2023 Stingray Pricing & Options and Z06 News

*John Elegant*

The price for the 2023 Stingray's MSRP went up to \$61,900. This is a just 1.6% increase and far better than most competitor brands have announced. It is truly amazing when that 1.6% increase for the 2023 Stingray is compared to many other OEM's, i.e., OEM price increases have been consistently at least twice what the Corvette's is for the upcoming year — and one OEM just adopted a 10% across the board price increase. Well done GM!

20-spoke Gloss Black forged aluminum (19" x 8.5" front and 20" x 11" rear)



The 70th Anniversary SR is a \$5,995 extra cost option — unless you choose to add its optional dual, full length stripes at the typical C8 price of \$995. The package is not limited in terms of total numbers, i.e., if you want it and your dealer has a 2023 allocation for you, you will not be shut out.

New 2023 Stingray wheel options: Q9I = Black & Q99= Machine Faced; picture credit to "Z06WOT"

20-spoke bright machined-face forged aluminum (19" x 8.5" front and 20" x 11" rear)



Equally stunning is that none of the major options for the Stingray went up in price, i.e., such expensive components as the Z51 package, mag ride, front lift, the interior upgrades to the 2LT and 3LT trim packages **do not have even a \$1 additional cost**. A couple of the more minor cost options actually had a price decrease. KUDOS TO GM!

Key new-for-2023, additional Stingray component option pricing increases include: **\$200 for the black exhaust tips; \$595 for the interior aluminum black out trim; \$995 for Gloss Black Q9I wheels; \$1,995 for Machined Q99 wheels; N/C for the complete Adrenaline Red interior IF you get the 3LT trim**

More info here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/363977-2023-stingray-price-increase-only-1-000>

And while we are talking about deserved praise, the 2022 Stingray was just named the "Best Luxury Sports Car" by U.S. News and World Report. It was praised by them for its "value proposition, lightning-quick acceleration, precise handling, comfortable and well-trimmed interior, and intuitive tech features. Pros of the new Stingray, according to U.S. News, include its sharp handling, blistering acceleration, comfy, posh interior, and useful cargo space; the only con they could come up with is poor rear visibility." Which competitors did it beat out to win this award? The Porsche Boxster, Porsche C amen, Porsche 911, the Audi R8 and 8 other luxury sports cars."

<https://cars.usnews.com/cars-trucks/rankings/luxury-sports-cars>

One other praiseworthy review of the C8 Stingray comes from Top Gear UK. While historically the Europeans, especially the British automedia have not been kind to Corvettes, here is a YT video that I believe you would enjoy. It's title is: "Sports car money, SUPERCAR SPEED: Chevrolet Corvette, 184mph, 480+bhp | by Top Gear: <https://youtu.be/HMFQ0RvvsxI>

2023 Official Stingray Order Guide released by GM:

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/362770-2023-stingray-order-guide-is-now-up>

First 2023 Stingray orders officially went in on Thursday, March 31st. This first batch is already closing in on status 3000 and if later GM confirmed, the initial 2023 Stingrays would start down the production line on Monday, May 9th.

The news on Z06 production is far different. As Josh Holder, Chief Corvette Vehicle Manager, and Harlan Charles, Marketing Manager, told us at Sebring race presentations, allocations for the Z06 are not beginning until later this summer. Of course summer starts as early as June 20th, and later this summer does not necessarily mean late this summer. However lots of insider sources are repeatedly whispering that if we get our first customer Z06's around September 1st, we would be fortunate. Still in spite of other revisions, GM's official web site is still stating, "available summer." Does this mean that the most likely time for first batch Z06 customers to get theirs delivered is during the September 1st through September 20th window?

The Z06 Order Guide was leaked. While not official, it appears to be perhaps 90% correct?

<https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/357265-z06-ordering-code-sneak-peek-thanks-to-corvette-action-center>

We also have not heard word one about the Z06's MSRP. However, Tadge said on the Z06's October reveal date, and this was echoed later by Harlan Charles on a "Corvette Today podcast," that the MSRP price differential between the C8 Z06 and the C8 Stingray would be "in the ballpark" of the difference between the C7 Z06's MSRP and the C7's MSRP. This difference averaged \$26,000 during the C7 generation, so approximately \$89,000 and \$90,000 for the C8 Z06's MSRP is within that estimate.



If so that would be truly amazing as the cost to make a DOHC motor, with its hundreds of more parts than the C8's OHV, is considerable. Also factors suggesting the C8 Z06's could be higher include that the LT6 is a bespoke motor with all of its internal parts and many of its external parts are not only being machined but all are the best quality engine parts that can be bought anywhere.

The connecting rods for example are made by CP Carrillo who makes them for many race cars. As Jordan Lee, the Chief GM Engineer and Manager of Small Block Performance, said, "The LT6 has the best

parts we can source."

Because of these latter factors, my own estimate for the Z06's MSRP is \$91,495 — though full disclosure I was high in my C8 MSRP pricing estimate and lately wrong in predicting a \$2,000 price increase for the 2023 Stingray. I hope I am again too high and that the majority opinion of \$89,995 is accurate for it.

*Picture thanks and credit to CorvetteBlogger.*

The National Corvette Museum Bash is this month from April 28th-30th. There will be a ton of GM Corvette staff there to share their Stingray and Z06 knowledge through their Engineering Technical presentations and to answer your questions. Harlan noted that there will be Z06's there on display and for folks to sit in. The same displays and that have been at the Z06 dealer tours will be there too. Here are the key GM and related Bash seminars: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/364108-ncm-bash-agenda-and-information>

Also we are having there the annual MidEngineCorvetteForum Bash Breakfast. Over 65 signed up already: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/349963-mecf-bash-breakfast-back-again>. We hope you can join us!

Here's to your having many miles of Corvette driving smiles. *John*



## C5 Corner by Kent Muhle

**S**o you bought your C5, and it's got some issues. Starting at the front, the headlights suck. I love the hidden headlights and they are one of the styling cues that set the C5 apart, but they are next to useless for night driving. There are several options to improve on that, and one simple fix is to upgrade to a brighter bulb. The Sylvania SilverStar's are an easy, cheap place to start, but if you want more you can get some Phillips 9012 HIR for low beam and 9011 HIR for hi. They require some modification of the mounting tabs, but they make a HUGE difference! Cap it off with the Hi-4 kit from Sharp Light Innovations (keeps your low beams on at the same time your Hi's are activated) and you're golden. Don't get sucked in to buying LED bulbs, as the housing in the C5 won't work well with them. While we're at it, the mechanics of the flip-ups have some issues. You will have to replace the gears soon-

er or later, and the Bronze ones from any Corvette aftermarket dealer work well for around \$100. They aren't hard to replace, but the adjustments on the headlights are seemingly infinite, and will take some time and patience to get right. You can literally spend thousands on aftermarket upgrades, but the HIR conversion + the Hi-4 kit are plenty, and all told will set you back about \$100.

While still on the front of the car, make sure your rubber air dam is still there. It's a three piece setup, but the outer ones aren't as important as the center unit which is spring loaded for protection and directs air into your radiator. Check it and replace the thing if it's missing or tore up. A reproduction set (nobody cares if it's factory) will run you just a tick over \$100. While you're at it, add some side spoiler supports so they don't pull out of the bumper cover. Costs about \$30.

Moving inside, do your seats "rock" back and forth while accelerating or braking? If they don't now, they will later. The little nylon washers in the power seat mechanism crush and you've got play. Any of the Corvette vendors will have a kit to fix it (West Coast Corvettes has it for \$25), and it's just replacing nylon with steel so a trip to a hardware store will cover it for under \$5, but it's a real pain in the butt to do. I replaced my factory seats with a set of Corbeaus that don't have the issue, and hold me in place a whole bunch better. More on the seat install in another episode. You will eventually get a message on your dash that says "pull key and wait 5 seconds". If it doesn't clear, your steering column will remain locked and your fuel pump will shut off once you hit 2 MPH.

In other words, you're stuck! The fix is the LMC5 module from Compliance Parts and runs \$40. Most C5's by now have this fix, so look before you buy one. If you don't have one get the kit NOW and keep it with you if you don't want to install it preemptively. Compliance Parts also carries the skip-shift eliminator kit (\$25) to avoid that annoying shift from 1<sup>st</sup> to 4<sup>th</sup> they put in to help with fuel economy. While on the subject of manual transmission cars, suck out the dirty fluid from your clutch master cylinder and fill it with fresh stuff every month or so. Keeps the clutch pedal from sticking to the floor after a few full throttle shifts.

In the engine compartment, keep in mind that your battery is directly above the PCM and if it leaks, will take it out. Not cheap! Your oil pressure sensor will fail eventually, and show you have 135lbs of oil pressure at idle. The sensor is cheap, but it's a real pain to get to. More problematic is the EBCM which controls your traction control and ABS. It will fail, and if you have a 97 to 2000 you're pretty much screwed. More on that in another installment. If you have a 2001 and newer it can be repaired.

If you haven't already, get yourself a set of jacking pucks to keep in your car and learn how to use them, or how to tell every mechanic who works on your car how to use them. That's all for this month, next month we'll move on to ways you can improve performance. *Kent*

### **Disclaimer**

*C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places to get parts, but you should do your own research before attempting the changes I suggest. Your mileage may vary as they say, and not all recommendations I will make will work for everyone's style of driving. If you have any questions or need any help feel free to contact me. Modify at your own risk, and have fun.*



# Willamette Valley Corvettes President's Run

22-24 July 2022

The 2022 Presidents Run will be to Crater Lake National Park. We will be driving down on **Friday** the 22nd, staying overnight Friday and Saturday night. We will tour the Crater on Saturday, dinner Saturday night at the Running Y Ranch Resort and returning home Sunday.

- 6:30am : Staging at Safeway on South Commercial, 5660 Commercial St SE, Salem, OR 97306 0630. (It's a long drive)
- Stops scheduled about every 80 miles

Running Y Address: 5500 Running Y Road, Klamath Falls, OR

Phone (541) 850-5500

<https://www.runningy.com/>

We have a reservation code for \$239.00 per night. Call the front desk to book and use the code 'WVCA 2022'. If you go on their website they have other rates for AAA members or Senior discounts.

The rooms are first come first serve. Don't wait to make reservations. Cancellations are allowed up to 24 hours prior to arrival without penalty.

Please RSVP to Kelly for group dinner reservations.





**NEW Location: Sunrise Park**  
**542 NE Berry, Sublimity, OR**  
**GREEN GRASS - DUST FREE**

**Show hours: 9am to 3pm - Awards at 2:15pm**

**\$15 Pre-Registration by July 20**  
**\$20 Day of Show**  
**Spectators - FREE**

**\$100**  
**Club Participation Award!**

**Breakfast & Lunch**  
**items will**  
**be available**

**Thanks for your support: Santiam Towing & Recovery, West Coast Collector Cars, Hear No Evil, Jet Auto**  
**AMSOIL-Gary Rychard, Batteries Northwest, Stayton Tire & Automotive, Complete Wireless Solutions**  
**D&W Automotive, Blazer Industries, R/C Plus, Stayton Cooperative Telephone Company**

**Proceeds benefit: The Brent Strohmeier Memorial Scholarship**

For More Info Call..... Russ Strohmeier 503-930-8976  
 stroscars@wvi.com

# Stro's SummerFest Car Show July 30, 2022

(\*\*Complete one form for each vehicle registration & fee.)

Please print clearly & fill out completely

For Office Use Only

Entry# \_\_\_\_\_

Date Rec'd \_\_\_\_\_

Amt Rec'd \_\_\_\_\_

Cash/Ck# \_\_\_\_\_

Awards \_\_\_\_\_

Entrants Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

Phone ( ) \_\_\_\_\_

Email \_\_\_\_\_ Zip \_\_\_\_\_

(This is how we will send info to you next year)

Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ Year \_\_\_\_\_

License Plate # \_\_\_\_\_ Club Affiliation \_\_\_\_\_

Vehicle Insurance Co \_\_\_\_\_ Policy # \_\_\_\_\_ Exp \_\_\_\_\_

Young Guns (entrant 25 years or younger?) Yes \_\_\_\_\_ No \_\_\_\_\_

Pre-Registration: \$15.00 before July 23, 2022 — \$20.00 at the Show Amt \$ \_\_\_\_\_

(Free dash plaque to the first 200 entrants)

## Checks Payable to: Brent Strohmeyer Memorial Foundation

325 W. Washington St, Stayton, OR 97383

501 (c) (3) # 20-3682522 Non-profit

**Release: I accept and understand the following:** This event is sponsored by the Brent Strohmeyer Memorial Foundation. In consideration of acceptance of the right to participate: entrants, participants and spectators release and discharge Brent Strohmeyer Memorial Foundation, all their representatives and anyone else connected with management and presentation of this event, from and cause whatsoever that may be suffered by any entrants, participants, or spectator to their personal property. Further, each entrant expressly agrees to indemnify all the foregoing entities, firms, persons and bodies of any form from all liability occasioned from the conduct of any entrant, participant, or spectator, or under the direction of any entrant, participant or spectator. Any and all media taken by the management related to any participant, vehicle, spectator, etc becomes the property of the committee. The committee has the right to refuse entry to any vehicle. This event is not responsible for any illness and that all are expected to adhere to precautions that are required for other events in Oregon at this time.

Signature \_\_\_\_\_ Date \_\_\_\_\_

(I have read and agree to the Release above)

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For additional information call: Russ Strohmeyer 503-930-8976

## Stro's SummerFest Car Show

### July 30, 2022

### 8:00 am to 3:00 pm Awards at 2:15 pm

\*\*\*\*\*

\*Breakfast and Lunch items will be available

### To find the Car Show:

\*\*Sunrise Park 542 NE Berry, Sublimity, OR 97385

-Take Hwy 22—15 miles East of Salem

-Take Exit 12 (Golf Club Rd)

- From Salem - Turn left onto Golf club Rd - cross overpass and turn right onto Sublimity Rd SE

- From Bend - Continue straight onto Sublimity Rd SE

...Proceed 1.4 miles to 4 way stop. Continue straight .5 miles to sharp left turn. Car show is .3 miles on right.

+++ see other side for more information +++



**93rd Annual**

**Salem Auto Club Council**

***Cherry Blossom Drive & Poker Run***

**Saturday April 16, 2022 9am to 2pm**



**Cars, Trucks & Motorcycles  
All Welcome!**

*Enjoy a beautiful drive through the Willamette  
Valley visiting six interesting stops for  
the Poker Run*

**Start at:**

**Walery's Pizza parking lot West Salem  
1555 Edgewater St. NW, Salem**

***\*\*\*Registration from 9am to 11am\*\*\****

***Bring canned food or cash donation for Marion Polk Foodshare***

**Cost: \$5.00 per poker score card**

**Best 3 hands win!**

**1st place - \$100. 2nd place - \$75. 3rd place - \$50**

**Portion of proceeds goes to Boys and Girls Club of Salem**

***(Bring food or cash donation & be entered in a drawing)***

**Thanks to:**



**For more info call Russ Strohmeier 503-930-8976**

## 2022-23 Standing Committees

**Carousel III Glass on the Grass Car Show for 2023**

**Andrea Smothers (Chair)**

**Budget**

**Andrea Smothers (chair)**

**Activities**

**Shane Massey (chair) Kelly Smothers**

**Social Media Committee**

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

**Place  
Stamp  
Here**

