



**CORVETTES**  
Salem, Oregon



# GLASS SASS

VOLUME 45, ISSUE 7 JULY 2022



WVCA President  
Kelly Smothers

Pres. Msg	Cover, 1-3
Paul Article	5-6
Mid-Engine Forum	7-8
Event photos	9-12
Kent Article	13

Greetings Veters.

**S**o far the car show season has been good to us. Andrea has one two first place trophies with TROBLE, the Black Pearl; Zero. I thought I would spend some time talking about why we like car shows. Yes, yes, we like to win, but it really comes down to the mood the ‘judge’ is in on that particular day. More importantly we like supporting the underlying cause of the car show itself. Whether it is Veteran-related, or name your favorite charity here, we like giving back, while getting out at the same time. For me, it is also an opportunity to see what some master craftspeople have created. After all, it isn’t just about the paint job. There's so much that goes into the craftsmanship to bring back from the grave, in many cases, these iconic vehicles of our pasts. From Sheet metal, fiberglass, plastic, body work, to wiring, engine work, tires, wheels and well, the occasional rat rod that captures so much in their artwork. I challenge you to clean up your toy, and get out and meet people, grab a bite to eat, talk to some new friends and support something greater than you.

Second thing on my mind this month is our Presidents Run to Crater Lake and the Running Y Ranch. For the last four months I’ve been ‘selling’ the annual President's Run. The date is 22-24 July, 2022. We currently have 20 people that have reservations and have committed to going. If your name is not on this list let me know, and you need to make your reservations. I will be making dinner reservations for those that sign up for Saturday night and I’m sure we can find some trouble to get into Friday night as well.

**Kelly and Andrea Smothers, Shane and Andrea Massey, Roger and Maryann Burgess, Stephen and Violet Sims, Nick and Martie Valenzuela, Buzz Blogg and Chris Roethlin, Joe and Pat Peters, John and Mollie Hendricks, Julie Hughes and Dave Schwerdt, Brad and Kristi Rehm**

The third thing on my mind. *WVCA’s Glass on the Grass 55th Anniversary Bash Car Show* will be June 17th, 2023. We’ve almost worked out all the details with Powerland Heritage Park, Northwest Vintage Car and Motorcycle Museum and the Pacific Northwest Truck Museum as far as our memorandum of agreement for usage of the park. Letters have been written (not sent) to Capitol Auto Group as well as potential sponsors and vendors. We will be sending those out soon enough. If your business, or one you know, would be interested in sponsoring our show, please let me know, or give them my contact information and I will get the sponsorship packet out to them.

As you heard last month, I have renamed N2TRBL (left the plate for now) to The Black Pearl added a little pirate themed vinyl to it as well. As I indicated earlier, it’s really hard to compete against Andrea. ;) Next on the plate are rockers and a splitter and some more ground effect lighting. Engine bay will be next. (Continued next page)



**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>

#### **BOARD MEMBERS and OFFICERS**

**President/Webmaster: Kelly Smothers**

US Bank Controlling Party

971-241-3953

[president@willamettevalleycorvettes.com](mailto:president@willamettevalleycorvettes.com)

OR

[webmaster@willamettevalleycorvettes.com](mailto:webmaster@willamettevalleycorvettes.com)

**Vice President: Shane Massey**

503-508-6071

[vp@willamettevalleycorvettes.com](mailto:vp@willamettevalleycorvettes.com)

**Secretary: Andrea Massey**

503-881-2387

[secretary@willamettevalleycorvettes.com](mailto:secretary@willamettevalleycorvettes.com)

**Treasurer: Brent Wilson**

503-419-7106

[treasurer@willamettevalleycorvettes.com](mailto:treasurer@willamettevalleycorvettes.com)

**Historian: Steve Sims**

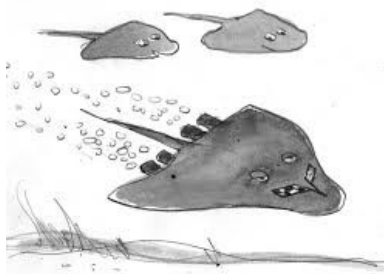
805-717-2159

[historian@willamettevalleycorvettes.com](mailto:historian@willamettevalleycorvettes.com)

**Member-at Large: Joe Peters**

503-769-5620

[memberatlarge@willamettevalleycorvettes.com](mailto:memberatlarge@willamettevalleycorvettes.com)



"Cool. A Corvette stingray."

## *No Meeting this month so no minutes*

JULY 7 TH 2022

(CONT from cover) I came across this little article somewhere, sorry no bibliography, Corvette Forum I think, with regards to the Heritage Hash Mark on Corvettes.

The Grand Sport stripe is actually called a HASH MARK and it was USED ONE TIME AND ONLY ONE TIME on a racing original Grand Sport. That one time started a legend and history.

The hash mark was NOT on the fender- didn't show up on the fender until the NON RACING 1996 tribute edition. In 1963 John Mecum took 3 Grand Sports to the Bahamas for Speed Week (rich boys in the early 60's went there to race on street courses, google Bahama Speed Week and the Nassau Tourist Trophy-also understand that GM NEVER raced the Grand Sports, private parties only).

All three Mecum Grand Sports were painted the same color of blue. A single HASH MARK (red, white and black I believe- sorry too tired to go look it up) was placed on the nose of each car --THE NOSE--this allowed the car to be identified as it came down pit lane.

This is 1963, no cell phones, no laptop computers, no in-car radios...just a sign board telling a car to come into the pit...can't see the "side" of a car coming at you down pit lane thus the hash mark to I.D. the car.

The HASH Marks were done with TAPE, NOT PAINT. The 3 Grand Sports never raced like that again...just that single week frozen in time....thus no more hash marks.....until 1996 and later during the C5R and C6R programs.

Also understand the history of racing and 'safety--in 1963 pit lanes were not 40 mph safe zones of today...they were just part of the main straight...you worked on the car while racers blew past 20 ft away at 120mph. You didn't step into pit lane (the damn racetrack) unless you had to and for your car-thus car I.D. was critical.

Hash Marks were again used in the C5R and C6R programs...NOT just fenders but mirrors...look at pictures of the #53 BLUE LeMans C5R from 2003. You will see 3 yellow stripes on the passenger mirror (pit wall side)...again a marker to identify the car to a pit crew.

Even today the C6R has a "hash mark" in every race....look at the windshield CORVETTE banner--one car has a black background and the other red..WHY? Instant Identification when viewing the car head on...



B-17 Alliance Foundation is inviting all Salem Auto clubs to be a part of this fundraising event to return the Lacey Lady to flight as we build a WWII education center. **Entry is free to all.**

We are inviting owners and their special interest cars to join us on Sunday August 14th, 2022, from 9: am to 4:00 pm as a static display, on the tarmac at historic Salem McNary Airfield.

**Event activities:** Pancake breakfast, BBQ, Military Vehicles, General Aviation aircraft fly-in, Food Vendors and live entertainment will all be a part of this event.

- ▣ Promote your club!
- ▣ Show off your valuable work and beloved cars.
- ▣ Be a part of an enduring community outreach that is

★ HONORING *the* AMERICAN SPIRIT ★

*Under these Wings...*

We Preserve American History. We Educate Generations. We Inspire Community.

**WE CAN PROMOTE THIS TOGETHER!**

We Share B-17 ALLIANCE FOUNDATION MUSEUM WITH our community.  
 ENTRY IS 300 FEET SOUTHWEST OF THE CONTROL TOWER

I SURE HOPE YOU ACCEPT  
 THIS INVATION.

*Cherry Scott*







## SUMMER – FINALLY

By: Paul Ennor

I've heard it said, "be careful what you wish for". After a wet dreary winter followed by a record-breaking wet spring, I heard a lot of Oregonians actually griping about how cold and wet the weather was this year and wondering if summer

was ever going to come. Well, it came! All at once like a switch was flipped somewhere.

This happened on or about June 25<sup>th</sup> which was about ten days early relative to the annual start of Summer which historically comes on or about July 5<sup>th</sup> in the Willamette Valley. Here around my house, I went from a soggy yard to daily irrigating so quickly that I forgot where I'd stashed my sprinklers last fall. And of course, when I found them, the old washers were leaking and they were clogged-up because I didn't care for them properly before stacking them in the corner of my garden shed. I have a bad habit of just walking away from my stuff when the fall rains start and hibernating for the long Oregon winter.

This character flaw of mine extends to my Corvette too. I park the Vette and just leave it during Oregon's 9-month rainy season although I usually try to take it out once a month or so to keep the battery charged. Sometime in April during one of the few dry days I took the old Vette out for a short drive in the country. I made a mental note that I'd better take it to my mechanic for AC service before the summer heat started. Then it started to rain again for like forty days and forty nights and the 82 Vette just sat parked and I never got the AC recharged. Now today it's supposed to be 100 so I think I'll just stay home or drive the Jeep Cherokee with working AC if I have to go somewhere. I've become a spoiled brat.

When I bought my first Corvette way back in 1973 almost nobody in Oregon checked the AC option box when ordering a car. "Air Conditioning in Oregon? Who needs that?". Back then we put the top down or took the T-tops off and drove faster. That was all the air we needed in the summer. The top was just there to keep the rain off during Oregon's 9-month wet season. Sometime in the C4 era Chevy made AC standard equipment in the Corvette. I don't think it's even possible to order a new Vette with AC deleted today.

So, Corvette owners now enjoy cool air all summer. That is except for the few dinosaurs like myself who own older Vettes without AC or with nonfunctioning AC that uses R12 refrigerant that's leaked out and is no longer sold (thank you US Government).

This early heat wave got me to thinking about summers past. I know I've written about past WVCA activities extensively before. So, move on to other articles if you don't want to read any more stories of summers past.

Oh Good! You're still here. These days summer Corvette activities seem to involve three things. Long drives, often overnight, to scenic places where photo ops are enjoyed usually with the Corvette front and center and beautiful Oregon scenery in the background. Followed of course with a stop to eat a meal somewhere. The second activity popular these days are long drives to a Corvette convention or large car show with tons of other Vettes in attendance, raffle prizes and of course food. The third modern Corvette activity involves short drives to someplace to eat food. Do you see the theme here yet for 2022? Yup, it's burn-up \$6 gas to go eat food in some different location.

Now I'll take you back to earlier times when gas cost a dollar or less. In those good old days, we still drove all over Oregon and neighboring states but we were not in search of food. Nope, more often than not we were in search of beer.

My first trip with WVCA was up to Kelona British Columbia to a Corvette convention. The Canadian Beer of choice at the time was Labats. We thought it was special. The Canadians however wanted Bud from the States. Go figure. I smuggled a spare tire carrier full of Labats back to Salem. As I remember it tasted a lot like Coors. I guess that's what made it special to us because Coors was not available in Oregon at that time. We had to drive to Nevada to score a case of Coors back then. The club partied a lot through the 60's, 70's where beer was always present. If not in bottles or cans then by the keg.

Those were wild times. The members were predominantly young men. Drinking and driving was common and usually the cops looked the other way and just let us party on. As we grew up and began to settle down in the 80's summer activities began to change a lot. Corvette ownership had brought together a large diverse group of people who would have probably never even known each other had it not been for a shared interest in Corvettes. But family life and Corvette driving somehow just don't mix that well. (cont P 6)



*(cont from P 5)* Somehow though, a core group of friends with kids still managed to keep WVCA together. But what's the family to do when Dad's into Corvettes, the kids want to do kid stuff and Mom wants/needs to be there for everyone?

WVCA survived this family centric era by merging all these needs, wants and interests into WVCA summer activities. One year we had a huge 4<sup>th</sup> of July party at one member's house. We had beer, lots of food and way too many fireworks. Nobody got arrested, I'm not sure why.

For a number of years, a tight knit group of WVCA members who also owned boats. *(Boats are made of fiberglass so they kind'a count as Corvettes don't they?)* Well that sub-group would rent one or two house boats on Lake Shasta California and spend the 4<sup>th</sup> of July weekend boating and partying in the California sun. Those were fun family weekends. The kids came along, pitched tents on the house boat roof while the adults shared the inside bedrooms.

WVCA usually had an annual summer campout somewhere too. Lots of us owned some sort of camping equipment back in those days, be it tents, campers, trailers or motorhomes. We visited a lot of Oregon destinations including Suttle Lake, Detroit Lake, Foster Lake, Lake Billy Chinook, Oregon Dunes, Jacksonville and more.

As the years marched on, our children grew out of going with Mom and Dad on summer trips. Around the late 90's these sort of summer activities just sort of faded away and no longer were a part of WVCA's summer calendar.

Since I had to cancel our meeting this month due to Shane being sick and me burning my right hand hours before our meeting. Here are some of the things I was planning on talking about.

### **July Birthday Announcements: Kelly**

Brad Rehm 7/1

Daniel Anderson 7/6

Ken Marshall 7/11

### **TREASURER'S REPORT: Brent Wilson**

Report - Brent Wilson - will turn in a separate report

### **PRESIDENTS REPORT: Kelly**

I have name tags for Ken & Pam Marshall . \$18.00 Pay Brent Wilson

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. 20 Names with Reservations - 10 cars. \_See sideline article for more details.

Andrea Joe and Pat and I attended the Veterans Roll the Dice car show at Spirit Mountain as well as the Hillsboro 11th Annual Salute to Veterans Car & Motorcycle Show - great events.

Car Show Committee Report in Committee reports. Nothing new this month. Still working out the details with Powerland.

*#SaveTheWave,*

Kelly

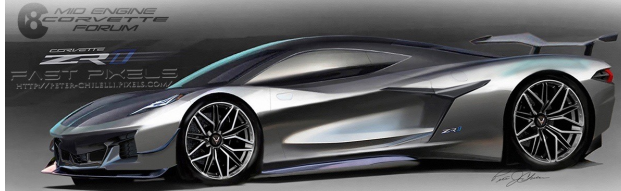


## Stingray & Z06 News

*John Elegant*

Looking ahead, here is a ZR1 rendering from the acclaimed PeterC-Pixels, whose previous renderings of earlier C8 Corvettes were spot on. It is thought that the ZR1 would be a 2025 model. From PeterC's research he also has shared some of its new, probable enhancements over the Z06 here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/386315-zr1-rendered-thanks-to-peterc-pixels>

The long awaited but major improvements to the 2023 Stingray Chevy Build and Price site were released. The new format has far better visuals, is easier to navigate as it groups together options in classes (e.g., interior, exteriors, wheels, packages, etc.), while also building on the summary and other strengths of the earlier version. Dealers are now using it for their customers to prepare their order submittals to them. Yet the biggest 2023 Stingray news was the first week of June pricing increase of \$2,300.



This was on top of the \$1,050 price increase when the 2023 SR's initial pricing was first announced in mid-March. Also, dependent on which options one chooses, the June increase could exceed \$3,000. With the improved 2023 Stingray

Build and Price (<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/382340-2023-stingray-%E2%80%9Cbuild-and-price%E2%80%9D-is-up-and-running>), one can now easily compute current Stingray pricing. On the good side, if one's dealer had entered your order into their computer as a Sold Retail Unit prior to June 15th even if it was only at status 1100, almost every dealer would honor the GM's price protection offering negating this second increase.

Another C8 major award! MotorTrend/Intellichoice just awarded the hard top convertible (HTC) Stingray as the "# 1 Premium Performance Car Of The Year." And who did our HTC beat to win this honor? Their conclusion: "The 2023 Chevrolet Corvette will continue to hold its own against more expensive road candy, including the Mercedes-AMG GT and Porsche 911." <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/381614-c8-htc-1-%E2%80%9Cintellchoice%E2%80%9D-pick>

The final 2022 C8 Stingray production specs have been released. Interesting that there were two "1 of 1" one-of-one" cars, e.g., one of Amplify Orange-Morello and one of ELB-Morello combination. Hundreds of other factoids, color combinations, and options information is here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/386481-2022-c8-final-production-specs>

Is the 2024 hybrid Corvette going to be an E-Ray or a Grand Sport? For all but one year since once the Grand Sport returned during the C6 generation, it was # 1 in sales of all Corvette models (exception one year when it fell to second place by just seven cars). So with GM just re-trademarking the word Grand Sport a few weeks ago is next year's hybrid Corvette a Grand Sport? <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/380803-gm-files-for-%E2%80%9Cgrand-sport%E2%80%9D-trademark>.

We finally have confirmed good news for the Z06's progressive development, that customer production ones are on track. There are a lot of negative rumors but overriding those unsubstantiated doom and gloom predictions is the following positive news: Customer Z06's will be integrated into the current BGA Stingray-only assembly line this summer, and to accomplish that, as precursors we will see lots of key information releases during this next month. Other positive recent GM C8 Z06 news learned directly from talking with three top GM members:

The LT6 is not having emissions compliance nor overheating issues;

The first actual, sale-able CTF's Z06 CTF's units have recently arrived in Michigan; (UPDATE: More below on this.)

The 100% white, Tyvek traveling covers on the JCT transported high wing Z07 do not relate to anything being negative hidden from our sight but to something positive I learned at the Bash (More below...)

For more info and details on the Z06's progress: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/385414-z06-is-making-sustained-progress-toward-customer-production>

When are the first Z06 orders going in? While the details are not yet confirmed, based on those conversations it is my opinion that July would "open the doors" for the first batch of Z06 customers getting their actual orders in and also then GM accepted as follows:

The C8 Z06's MSRP price release which could well be out by the time you read this in early July; *might even* as GM sometimes likes to repeat special events in its Corvette history, Thursday, June 30th be the day when the Z06's MSRP is released for we all remember that on June 30, 1953, the first production Corvette rolled off of the assembly line in Flint, Michigan? Or would GM share it on July 4th — fitting for America's sports car? After the Z06's price is shared, we expect GM would release the Official Z06 Order Guide. Following the OG's release, dealers who are getting first dealer order submission process (DOSP) Z06 allocations would be so notified. I am guessing Thursday July 14th as to that date — for dealers are most often notified of upcoming DOSP allocations on the Thursday before the official orders, matched with a GM allocation, are received and accepted. Then, the first of the Z06 orders could go in combined with the next round of Stingray allocations, together on July 21st.

There is a major change in how high wings and other Z06 aero parts are now going to be installed, e.g., no longer during the dealership PDI process, but now within the Bowling Green Assembly plant. The link includes three primary reasons why this is going to be the new shipping process. Please also note that the dive planes and extended splitter are also factory installed, e.g., their peeking underneath its white, Tyvek traveling suit.

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/385912-why-z06%E2%80%99s-full-aero-package-might-be-transported-installed-fully-wrapped?fbclid=IwAR2I9fmcTNU7ViDsXrMdzOEUVqLQx2ixvVCBqThBcM7ZUZpt3tEpU7hi-nl>

But more than my direct GM communication, proof of CTF Z06 status is our seeing Z06 VIN # 55 at BGA. It no longer had an "EX" (experimental) VIN. What is especially important in seeing this proof by CTF VIN numbers, is that CTF's Z06's just like CTF Stingray a few years ago, these CTF's are now customer sale-able, street-licensable vehicles that meet all Federal standards for OEM production cars.



Thanks for reading. Here's to your having mega miles of safe Corvette driving smiles this summer! John



# RED, WHITE AND BLUE day at Portland Cars and Coffee





**Smothers/Peters sweep the category** at the Spirit Mountain Car Show on the 18th. The weather was pretty good and the cars were (obviously) in great shape, Congratulations to all of you for giving WVCA a good showing! (and again at the Sweet Home/Hillsboro shows)! Good Job guys!!



The club cars at Salute to Veterans in Hillsboro





The club cars at Sweet-Home / Hillsboro Car Shows







## The club cars at Spring Hill Car Show in Albany on 7-10



Wishing Kent a quick recovery: While he was driving down the boulevard, he was struck by a vehicle that did major damage to the Amish Vette's, front end and steering assembly..not his fault , but still it leaves him high and dry till he can get it repaired. He did have a mild concussion reportedly and that is no fun either, so best wishes for a full recovery and a better Amish Vette soon.





## ***C-5 CORNER BY KENT MUHLE***

**H**ere we are again, and after addressing some issues and discussing tires and brakes, it's time to look at shocks and sway bars. For most owners, the factory shocks and sway bars are a perfect blend of comfort and performance. Anything you do to stiffen up the car or tighten up the response is going to create noise, and make the ride harsher. If you are truly surpassing the limits of the stock stuff you've got a bunch of options. First though, make sure your components are doing what they are supposed to. Have a reputable shop put your baby up on a rack and inspect everything. (You brought along your jacking pucks right)? Make sure your shocks are good, your tie-rod ends aren't sloppy and inspect the sway bar end links for play. Get any of those wrong and your handling will suffer. A proper alignment is crucial to these cars, and get an alignment shop that will talk to you about what you want and expect. If you don't take corners hard set your camber to 0 degrees, and set everything else to factory specs. If you drive it as Zora intended, dial in 1 degree of negative camber on all 4 and go with as little toe-in as you can get. It doesn't track as straight and will wear the inside of each tire out if not driven properly though. Get everything squared away and see if that doesn't make you happy. If not....

Unless you are running slicks or a super sticky "street" tire you won't do much better than factory C6Z shocks and sway bars, and they bolt right up to your C5. Bilsteins are another shock option, and after using both I'd say it's a toss up. You can buy the factory stuff from Cultrag Performance, front and rear will run you under \$400 for the shocks and under \$300 for the bars. You can spend stupid money for shocks and bars, but it's better spent elsewhere in my opinion unless you're full race.

Now to everyone's favorite topic, lowering your C5. I get it, it looks better, but you scrape the nose everywhere at stock height, so do you really want more of that? What really cracks me up is when someone adds a splitter to the front of their lowered car. On a C5 a splitter keeps the air from going under the car so you now have overheating problems, and add the fact that after repeated impacts the middle air dam gets messed up or goes missing and you boil over every summer day. Plus you'll crack the splitter the first week it's on. Did I mention that when you lower your car you limit suspension travel too? But you look good.... Having said all that, the Amishvette is lowered some. I played around with different ride heights and got it as low as I could without causing any of the other problems. He does scrape though, and I replace the middle air dam when it gets tore up. By the way, the car is easy to lower, and doesn't cost a dime unless you wanna get stupid and drop it to the ground.

So you've got your suspension dialed in, your brakes are up to snuff and you've got good tires. You now can hang with the best of them on any twisty country road or any freeway on-ramp with the A/C on and the tunes playing! Honestly on the street, you just don't need much more than that, and that's a good thing, cuz once you start changing stuff you throw the balance of the car that GM so carefully put together, way off. There are plenty of heavily modified cars out there that are unpleasant to drive and slower than stock. But they look good....

Now to drivers position and comfort. Once you start using your C5 at it's limits, you'll notice how bad the seats are. Unless you brace your left leg and arm against the door and your right leg against the console you'll be sliding all over the place. There's just no side bolsters to keep you in one position. And that stock shifter is just plain garbage if you're shifting a bunch. And what about all that noise and heat? We'll address those issues next month. In the meantime, take some high performance driving lessons and become a better and safer driver. 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.*

## 2022-23 Standing Committees

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

**Kelly Smothers (Chair)**

Andrea Smothers, Shane & Andrea Massey, Joe & Pat Peters, Wayne & Janet Kreger, Julie Hughes, Dave Schwerdt, Dru & Gary Hill, Al Manrubia, Dana Malby, Tom Paddock, Nick & Martie Valenzuela, Larry & Cathie Raaf, Steve Sims, Jerry Maness, Buzz Blogg, Chris Roethlin, Jason DiSenso, Ron Leland

**Budget**

**Brent Wilson (Chair)**

**Activities**

**Shane Massey (chair)**

Andrea Massey, Kelly Smothers, Joe & Pat Peters

**Social Media Committee**

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

Place  
Stamp  
Here

