



**CORVETTES**  
Salem, Oregon



# GLASS

# SASS

VOLUME 45, ISSUE 11 NOVEMBER 2022



WVCA President  
Kelly Smothers

**G**reetings Veters.

First thing on my mind is that fall is in full swing and winter is just around the corner. I thought I would start with a “how to prepare your Corvette for winter” article.

I’m a firm believer in not leaving your Corvette alone, they get lonely. When they get lonely they get even more expensive. If you are like me, and oftentimes in the winter months here in Oregon I may leave my car untouched for a few months. It isn’t sacrilegious to not start it for a few months, but a year or longer....uh, mechanic time. I like to start my winterization with a good wash. Try your best to clean up those water spots early on, so they don't have time to sit and etch during the winter. This step also ensures a nice clean surface when you put your baby under the cover.

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Next, I like to make sure the tires and wheels are nice and clean, use tire dressing once you have them dried off. Get all that brake dust off. Go ahead and move inside the car now. Detail the dash, get into the tight spots and get the gunk out of the vents as well. Use a good portable vacuum. This plays two roles. One, gets rid of the junk, duh, and two, makes the side less attractive to small characteristically known to have a pointed snout, small rounded ears, a body-length scaly tail, and a high breeding rate.

They are known to invade homes and cars in the garage for food and shelter. Get my point?

Fill up that gas tank (especially if over 30 days) and add an additive like Sea Foam or other fuel stabilizers that prevent ethanol build up, (this gas destroys the older Vettes for sure). Purpose? This helps keep the tank from accumulating moisture and keeps seals from drying out.

Probably one of the best things you can do for that toy is to maintain your battery. A good three state battery charger or perhaps just a maintainer that you can plug in and leave them and they all work as advertised and can save you a couple hundred bucks later on because you let the battery get below 50%.

If you are going to store it for the winter, you may want to see what you have left on your oil life, and then go ahead and change the filter and the oil. While you are under the hood, go ahead and pull off those other caps, brake fluid, clutch fluid (for those manual folks out there) and transmission fluids. Top off the wiper fluid with some antifreeze window cleaner (IPA works too with a little dawn and food coloring ).

Pests, you say you have it in your barn, or shop, in an unheated garage? Remember those pointy eared furry things I mentioned earlier, they like those wires and plug wires, why, many of those wires have a vegetable-based outer shell, hmmm. You don’t say. Mothballs and dryer sheets do work. You might think of using some.



Car Covers - We store our cars inside, and use very soft car covers. I'm not a personal fan of outdoor covers, as they can damage the paint. Your mileage may vary.

Start your car at least once a month. Remind her you still love her, and spring is coming.

My last tip for this article is to not cancel your insurance during the winter months. Many insurance providers have a STORED classification, which means you aren't driving it under any circumstance, (you know we have a few nice days around Christmas when it is snowing everywhere else).

I hope this helps the new and the old corvette owners a little bit.

November is here. We continue to collect dues (\$35 single \$50 couple) for '23.

Looks like a couple of us will be doing the Santa Cruise. See Flyer on page 11.

Happy Holidays from Andrea and I.

Just a quick thank you to our volunteer Board of Directors for 2023

Just a note regarding the volunteers that keep this newsletter going.



**Paul Ennor** has been a member forever and has always contributed his take on life in WVCA early days with his interesting and informative articles, He has a wealth of knowledge about the Club and a writing style that is hard not to read.



**Kent Muhle** has been invaluable to the Club by using his expertise in sales and marketing (The car shows and events) and his knowledge about our cars and the C5 in particular to make the Club better.

**THANKS TO BOTH Paul and Kent for all you do for us!!**



**President: Kelly Smothers**



**Vice President: Joe Peters**



**Treasurer: Brent Wilson**

**Secretary: Julie Schwerdt**

**Member at Large: Dave Schwerdt**

**Historians: Gary Hill and Stephen Sims**



**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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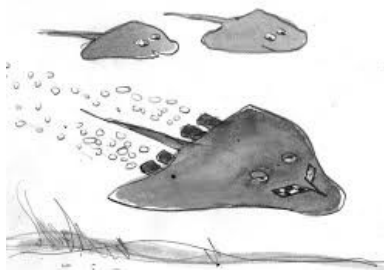
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"Cool. A Corvette stingray."

# WVCA Meeting Minutes

NOVEMBER 3RD 2022

**Called to order:**

6:30

**Guests:** Rob & Susan 2017 Convertible

**New Members:** Don Emeral - voted in; none opposed.

**Birthdays:** Roger Burgess 11/04, Dana Malby 11/9, Brenda Kirasich 11/9

Joe Peters 11/20, Brent Andersen 11/26,

**Previous months minutes:**

The minutes have been distributed through the Glass Sass. Minutes approved as printed in the Glass Sass. The following changes were made to the Glass Sass and distributed.  
 ~Dan Motley offered :Date of last month's Minutes changed from September 1st to October 6th.  
 ~Addition of the 2022 annual proposed budget  
 ~\$50 not \$55 for couple dues

**TREASURER'S REPORT FOR November 2022 GENERAL MEETING:**

Report:

Balance in <b>Checking</b>	\$4437.31
Cash on hand	\$283.50
Savings	\$8,312.28
Total	\$13,033.09

Motion to approve; Joe 1st and Larry 2nd. Approved. None opposed.

**President's report:**

Christmas Party. Portland Spirit. There is a lunch cruise from 11:30 - 1:30 pm on both Dec. 10th. 2-hour cruise, fresh baked bread and your choice of an entrée from the menu. Sign up sheet was passed around.

We are entering into the quiet time of year for those of us that are fair weather corvette drivers. Make sure you treat your gasoline, put it on a battery tender (trickle charger) and put a cover over her would you; they get cold and lonely.

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

## Vice President's report:

Jacket night November and December organized by Raff's.

Nov 16th at Gepettos on Lancaster

Dec 14th at 6:30 at the Ram. Minimum sales of \$350 to reserve the room. Moved from 3rd Wednesday to 2nd Wednesday of the month so it isn't too close to Christmas. Sign up sheets going around for both.

Caravan is in 2024.

## COMMITTEE REPORTS:

### Budget Committee Report

Brent reviewed the proposed budget as printed in Glass Sass last month. Open to the floor; no questions. Motion to accept; Joe 1st and Roger 2nd. Approved. None opposed.

SACC <https://salemautoclubcouncil.org/>

Santa Cruise Dec 3 Fireman breakfast is happening this year. Details are on the SACC website.

Winter Swap Meet and Rod and Speed Show will be at Marion county fair and Expo center January 20-21, 2013

### NW Vintage Car and Truck Museum

### Bowling Green

Joe- Z06 production will start up again. Production will be 3 stingrays and 1 ZO6. There will be 3 cars with VIN that starts with 001.

### Car Show Committee:

No meeting last month. This month we will ramp up planning.

## Old business:

Vote on Next year's board members. We only have 1 person for each position so we voted on all at once. As follows: **President-Kelly Smothers, Vice President-Joe Peters (logistics officer- Andrea Smothers), Treasurer- Brent Wilson, Secretary- Julie Hughes, Member at Large- Dave Schwerdt, Historian- Stephen Sims & Gary Hill.**

Approved - none opposed.

## New business or good of order:

2023 NW Care event Calendars- If we order 25 books we get a discount. Do we have enough to order as a club? Our car show will be in this book. Brent made a motion that the club buy 25 books for club members to purchase. Andrea 2nd. Approved. None opposed. Kelly will order the books.

**Tech Time:** None

## Good of the order: None

**Trivia:** What year did Chevrolet Corvette include Active Fuel Management, or cylinder deactivation - 2014

What year added the previously optional Performance Data Recorder (PDR) included at no extra charge with the Navigation system. 2015

For the 32,782, 2017 corvettes given the myriad of options, what option was the most popular. NPP Dual Mode Exhaust System / second, automatic transmission

**50/50 Raffle:** \$20 each for Shane & Susan \$40 for the club. **Adjourned:** 7:10



**The Portland Spirit** is a 150-foot yacht with three public decks, two of which are enclosed and climate controlled. We are having our Christmas event on this ship, so you may want to know a bit about it. It has a seating capacity of up to 394 guests on the two interior decks for plated meals and is licensed by the coast guard to carry up to 540 passengers. The Portland Spirit features delicious Northwest cuisine prepared by an on board galley, several full-service bars, baby grand pianos with live performers, a ship-wide sound system and a marble dance floor.

Built in Salisbury, Maryland and completed on August 27, 1986, the ship was launched in 1987 by Chesapeake Shipbuilding and operated on the Connecticut River during its first year. Then the vessel was sold and after a trip through the Panama Canal, it operated out of Maui for the next four years. In 1992, the operation was purchased by Pacific Marine and moved to Honolulu. The ship's name was changed to Stardancer and continued operating in Hawaii until March of 1994 when American Waterways, Inc. acquired the vessel.

On April 1, 1994, the Stardancer and a crew of five journeyed from Hawaii to Portland, Oregon. The boats lower level, which is now the Willamette Deck, was filled with over a hundred 55-gallon drums of fuel and every window was covered with steel plates. One hundred miles into the trip, the captain had a medical emergency and a helicopter was required to lift him off the vessel. The ship and remaining four crew members arrived in Portland nine days later. After a full refit, the Spirit of Portland, began cruises in May of 1994. The name was changed to Portland Spirit on January 1, 1995.

On January 4, 1998, Portland Spirit staff members completely offloaded the ship and prepared her for a full remodel. She was completely gutted at the Sundial Shipyard in Troutdale. Thirty days and \$750,000 later, the ship returned to Portland with new ceilings, walls, bars, offices, phones, a new paint job and much more. In February of 2004, the Portland Spirit was again remodeled. This time, both engines and generators were replaced; a keg cooler and beer-dispensing system were installed; a gift shop was added to the Starlight Deck, and permanent counters and storage cabinets were added to the bow of the Columbia Deck. In 2015, the interior decor was refreshed and interior stairwell was rebuilt. In 2022, the on board galley was gutted and received a complete remodel with all new equipment. Many minor improvements have been made throughout the years as well. It is continually maintained by its staff and crew.



## Mid Engine Monthly Update: What Is Stingray, Z06 and E-Ray New?

*John Elegant*

The C8 Stingray continues to get deserved rave reviews from auto media, including from other countries too. <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/420096-c8-z06-review-thanks-to-autocar-uk>

<https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/418715-car-driver-reviews-the-70th-anniversary-htc>

C8 Stingray owners who want more power, now have a supercharged Lingenfelter-Magnuson 700 HP option. Such a package also produces 675 foot pounds of torque. It is now available for both the coupe and the HTC. Press release and more here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/415682-lingenfelter-announced-700-hp-supercharger-pricing>

The Z06 has started its customer production roll out. It is however at the same slow pace as GM told it would be (first letting us know that in January at Barrett Jackson). So far, depending on when you are reading this, about 40 customer Z06's have been made. Nicely November we will see greater ramp up production levels. Corvette historians remember that the C8 Stingray's ramp up was similarly slow, e.g., taking 2 1/2 months to get it to full production levels.. More specifically, it is believed that the 495 Z06 customer allocations already awarded on August 18<sup>th</sup> would be finished roughly by mid-February, so that when the next batch of Z06 allocations expected on January 19th are awarded and staged for the production line, that the first of the January awarded allocations is just a few cars behind the last of the first-batch-competed 495 of them.

The Z06 Build and Price is out to play on. Rumors are that for those wishing for one in their garage, that just like Ruffles potato chips, you cannot build just one Z06. GUILTY Here's where to start: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/420436-c8-z06-build-price-works>.



The long-awaited independent third party auto media Z06 reviews are in. They are in one place, containing at the link the over 20 media videos of the C8 Z06 based on both street time and track time at the Pittsburg Race track. To say that they are very strongly positive

would be an understatement! <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/416041-complete-c8-z06-media-reviews-results>. Also at the link are reviews by the biggest car magazines. IF you have time for only one review, the most complete, best quality in terms of educational informational content, sound, and video quality is by "savagegeese" here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/418764-c8-z06-review-shout-out-for-savagegeese%E2%80%99s-1-video-commentary>

The MidEngineCorvetteForum was granted an exclusive interview with Speed Phenom after his testing both the standard and the Z07 version both on country roads around the track and on the track itself. The following thread is about his Z06 driving experiences at the Pitt Track event, containing not just his thoughts and impressions but also three different videos he created as a result: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/417185-interview-with-speed-phenom-re-z06%E2%80%99s-pitt-track>

In addition to releasing the Z06 Build and Price program linked above, GM simultaneously put out a bunch of new interior and exterior Z06 pictures. Here are just two of them; remainder of about 20 at the links: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/421387-latest-gm-z06-exterior-pictures>

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/420629-super-new-gm-interior-z06-pictures>

At the time I wrote this (end of October), we had just one major Z06 test specification review article, e.g., by Car and Driver, it called the C8 Z06 the “**BEST. CORVETTE. EVER.**” With the non-Z07 version, they achieved even with the big wing aero package, 0 to 60 in 2.7 seconds, and the quarter mile with the big wing but without the Cup2 R tires in 10.7 seconds at 129 MPH. More here: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/422296-tested-specs-by-car-and-driver-their-calling-it-%E2%80%9Cbest-corvette-ever%E2%80%9D#post422315>



The C8 Z07 was separately tested in **100 degree weather**, running the quarter mile at 10.51 @ 130.11 MPH, however for that testing being with that version's standard its Cup2 R tires. The video and these results are shown in this Emelia Hartford video: <https://youtu.be/Rey11WbF5zQ>

Interesting time I had while visiting Rennlist, Porsche's far biggest forum. While no one would dispute that Porsche's are greatly engineered sports cars, yet there are quite a few Porsche folks who are turning away from their great sports cars and planning to get a C8 Z06. Here's a thread I wrote showing re a thread I found on Rennlist; in it, its posters by a very clear margin noted that they were moving to buy a C8 Z06. To be fair and clear, not all said they were selling their Porsche's, but some were that they were going to buy a Z06 and others commenting about the Z06 being an excellent car they are admiring. Fun; FUN! <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/417636-porsche-rennlist-posters-%E2%80%9Cget-a-z06%E2%80%9D>

What have we learned about the E-Ray this past month? AutoLine just video reported that the noted inside car industry model analysis company, Auto Forecast Solutions in their internal members-only files stated that the Corvette EV is 1) not coming until the 2026 model year (production starting in May 2025) and that it will not be built at BGA. Were they however referring not to a hybrid C8 with both its LT2 and a hybrid electrification addition, perhaps to an all-electric SUV, or? More to learn starting here: <https://www.midenginecorvetteforum.com/forum/general-forums/wheeled-transportation-section/422245-the-ever-changing-corvette-ev-news>

Thanks for reading. I hope you are still weekly enjoying your miles of Corvette driving smiles. John



**WILD AND CRAZY PEOPLE!**

## MY LIFE – THE AUTOBIOGRAPHY OF MILLIE A 73 CORVETTE – CHAPTER #2

*As told to my owner Paul Ennor*



**W**hen I left you last month I had just been adopted and found my forever home in Salem Oregon. I was basically a teenager in Corvette years. So, as you'd expect I was a bit wild. My teenage personality fit well with my new owner who was only in his early twenties in human years.

My new human dad took me everywhere. He only lived about eight blocks from his work but he even drove me to work with him most days where his co-workers liked to admire my red paint. I'm not sure why, but humans seem to have a thing about new cars. Dad took me lots of other places too. Twice a month we'd go to a Corvette club meeting at the Capitol Chevy dealership where dad found me. After those meetings dad always took me with him and a bunch of other Corvettes and their humans to some place the humans called a tavern where they seemed to fuel-up with a liquid called beer. I'm not sure what beer is but it must be sort of like gasoline for humans because dad and those other human guys sure do fuel-up with it a lot.

I remember my first winter. Dad was having a problem finding gas for me because of something he called a "fuel shortage". It must have been just gasoline though since there always seemed to be beer fuel available for him and the other Corvette owners. I survived and didn't starve. The weather got really cold and wet for some reason a lot of the other Corvettes just stayed home in warm garages. Their humans even canceled their insurance for the winter. I guess humans forgot that we Corvettes are made from fiberglass and won't rust. But it was OK. I learned that Corvettes and bears seem to have something in common. We both hibernate for the winter.

Spring came and I soon woke up from hibernation and all of a sudden there was gasoline everywhere. Dad took me along with dozens of other Corvettes and their humans on a drive to something he called "Loyalty Days" in Newport.

Us Corvettes all got cleaned up and I was waxed and shiny.



There were some pretty girls in formal dresses in Newport that wanted to take a ride in a parade on my back deck. Dad seemed to like the parade for some reason. But with a 454 engine and a clutch, driving at 2 MPH down a city street didn't seem to me like the best use of my skills. Lots of people lined up to watch us drive by. They seemed to enjoy the parade. When the parade was over dad and the other guys took all of us Corvettes to a place where they parked us together while they went to something called a party. I think a party is another place where humans get fueled-up with more of that beer fuel. I guess a "party" is sort of like a human service station or something?

My first full summer with dad was busy. We went everywhere together. Dad drove me way up to Canada where we met with a lot of other Corvettes. It was there that I was in my first car show. I was one of the newest Corvettes. I really enjoyed that car show. The next day our human owners took us to a beach on a lake for one of those human parties where they got fueled up with some Canadian fuel.

Dad became close friends with a guy named Al. Al owned an older Corvette, a 65 coupe. Al and dad seemed to be looking for something because they got together almost every night after work and either drove me or Al's Vette to some building where other humans gathered inside. I think they were getting more beer fuel or something. The guys would stay in there until it got dark. I think dad and Al were lonely and we Corvettes weren't company enough. They were looking for companionship we could not provide. The rest of that summer was busy with Corvette club activities.

We even went camping with the club. Dad had a dog but no human companion and we took Earnie the dog with us too.

Dad drove me to Olympia where someone talked him into driving me in an autocross. That was a blast! Finally, I was getting to use my talents. It took dad a few autocrosses before I taught him how to drive me effectively on a tight course. My 454 is kind'a heavy in the front so steering me through cones required dad to learn how to use my torque

to best effect. He got the hang of it though and soon we went to lots of autocrosses all over the Northwest.







Then one fateful summer day Dad and Al decided to drive me to a Corvette club party on the Little North Fork. They got fueled up a little but not too much at that party. Mostly they just played



in the water while I sat by the road. Then on the way home my defective Firestone tires that my factory put on me failed and pulled off my rims in a tight corner. Dad did it best but without traction I almost killed him and Al. Dad saved the day but not me. I busted up my rear fender and broke my rear suspension. Oh, the indignity, I was ruined! I wondered what dad would do with me. Was my life over? Well obviously, not or this is where my story would end. So, come back in December to learn where my life would take me.

**To be continued...more Halloween pix below**





## C-5 CORNER BY KENT MUHLE

Last month it was 80 degrees as I was writing my little page filler, today I'm watching the wind push this "atmospheric river" sideways with a temperature just over half that. Hope you're all safe and sound, with your fiberglass beauties comfortably tucked away. As I mentioned in my last article, this month I'll be talking about "keeping the balance". What do I mean by that exactly? GM did an amazing job with the C5, releasing a car that really did everything well at a price point that was attainable for most folks. 0 to 60 in a tick over 4 seconds, ¼ mile times in the 13 second range, cornering around 1G (all depending on transmission, options, driving ability and tires of course) and all of this while having the most passenger room of any Corvette before or since, getting upwards of 32 MPG on the freeway with the 6-spd manual and enormous trunk space with the standard coupe. Well balanced? I'd say so. In my opinion, a well modified Corvette should retain all those attributes. Quick in a straight line and around a road course, and yet retain the comfort and driveability that doesn't make you afraid to take it on a long trip.

I'm not talking about "personalization", where you simply add chrome, decals, flashy bits, loud exhaust for no other reason than being loud, cold air intake just to be flashy underhood, bigger brakes for looks, lowering just for looks, etc. I'm talking about adding power, adding grip, and altering how your car drives. If you are adding stuff just to look cool, go for it, but research your choices carefully and realize everything you change has consequences.

If you love your C5 and want more, please go back and read my previous stuff. Take some driving lessons, and then get your car thoroughly checked out by an expert. Make sure the platform you are going to mess with is in tip top shape first as it will save you lots of headaches later. If your electrical system is marginal, you're gonna stress it with more required of it. Pay special attention

to your cooling system, and if anything is less than perfect now is the time to upgrade. I'm a fan of the DeWitt all aluminum radiator and the Spal dual fan upgrade kit which will set you back around \$1300 for the set. While you're at it, order a Cool-it from SaccityCorvette.com for about \$130. Takes about 15minutes to install, and allows you to run both fans at high speed with a touch of a button. Make sure all your suspension pieces are up to the task, including shocks, bushings, wheel hubs and links. Here's where your choices are going to start affecting driveability. For handling, stiffer is better. For long trips, not so much. If you go back to my July article you'll remember that for the AmishVette I selected factory C6 Z06 sway bars, end links, shocks and bushings and lowered him a bit. Big improvement over the C5 stuff, but still compliant enough to be comfortable.

Back in June, I wrote about tires and brakes. If you followed my recipe so far, you have a C5 that starts up and runs just like it rolled off the assembly line, but corners harder, is more predictable in all driving conditions, stops better and all you've sacrificed is a little more noise (which if you followed my advice in September's article and insulated the cabin isn't an issue), more brake dust to clean off your wheels, and a little more harshness over bumps. Personally for the extra confidence in driving I'm willing to live with a little more dust and more road feel. It's a sports car after all....

Is it quick enough though? Now you're going over to the dark side. So far you've sharpened up your C5's reflexes, and managed to maintain the balance that GM built in. You still have a reliable car that can be used as a grocery getter, but begs you to find those twisty roads and asks you to push harder at every on-ramp. Can you add power and still keep the balance? Stay tuned as next month we dive deep into the drive train of the mighty C5. As a teaser, we'll start with the shifter.....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.*



You're Invited to  
the 32nd Annual



# Santa Cruise

## Cruise-In & Breakfast



\*\*\*Public is welcome...  
...breakfast, Toys for Joy  
donations & view the cars.

## Stayton Fire Station

1988 W. Ida St., Stayton OR

~~~~~  
Rain, Shine or Snow Bring your  
Cruiser or Everyday Driver  
~~~~~

Sat.  
Dec. 3rd  
2022

◆ Registration Opens 8:00 AM

\*\*\*Public Welcome

Dash Plaque-Tree Ornament (FREE with Toy Donation - 1<sup>st</sup> 220) 50-50 Drawing and Raffle

◆ Car Entry Fee: New Unwrapped Toy

◆ Breakfast 8:00-11:00 am Adults \$10.00...Ages 6-12 & Seniors \$8.00...5 & Younger Free

◆ Awards 11:30am

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Place for.....Car ~~ Truck ~~ Vehicle Decorated ~~ Club Participation

**STA**  
Stayton Tire & Automotive

**Stro's**  
Photography  
Stayton, OR

**Stayton  
Fire  
Department**

◆ For information: Russ Strohmeier (503) 930-8976

# 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**

