



GLASS SASS

VOLUME 45, ISSUE 9 SEPTEMBER 2022



WVCA President
Kelly Smothers

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Greetings Vettters.
August absolutely flew by here in the Smothers household. We worked around the place a bunch and Andrea continues to finish up our new porch and deck combo. Yeah, I'm not a carpenter, and sharp tools and straight lines should be given to me. (I'm an outside the line kind of guy).

I thought the Keizerfest parade went well. The theme, 1982, and with Jim Jacks and Paul and Pat Ennor leading the pack, we donned 1982 movie theme posters and drove the parade route. Buzz and Roger were picked to ferry a couple dignitaries on the parade route. Thanks everyone for a fun day. The next big weekend was Corvette Day at Portland Cars and Coffee, which is now held at Langers in Sherwood.

We had quite a few cars cruise up from Harbor Freight (north) and get in line at 0645 so we could park in the 'special' lot. It was an early start at 0600 from North Salem. We were fortunate to have a few club members and at least three different corvettes of potential new members.

To end out the month, Andrea and I took the C7 and the Mistress to Cruising McMinnville, which considering the number of car shows we attended, is the best run car show / cruise that we attended this year. Eight blocks of cars in a V formation. We didn't win any awards (as the paint judge painted my car) but had a great time.

We will be taking nominations for association leadership from the floor at our September meeting, as well as in October we will be presenting our FY23 budget. October is a busy month for Andrea and I, we are going camping at LaPine State Park with some of our Scuba friends and then potential a four day weekend up on the Trask River, and later in the month Andrea is taking a business trip, while I go play with my scuba buddies in Roatan Honduras.

In October we will begin collecting dues for the 2023 fiscal year. If you can, please send in your checks to the club PO Box, and or bring them to our September meeting. Also In October there will be our Halloween Party, dates haven't been set yet but probably the last weekend of the month (of which I'll be out of town).

And, that is almost a wrap for the corvette year. It doesn't last very long for those that don't daily drive theirs. The Cherry Blossom run in April to Cruising McMinnville is our car event year. If the weather clears up in December we'll do a Christmas Toy Drive so Don't forget to get a stuffed animal/toy for our December gathering. Thanks

#SaveTheWave

Kelly



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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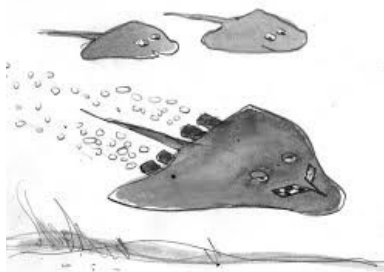
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

SEPTEMBER 1ST 2022

Called to order: 6:30pm

Guests:

Isaac and Lori 2000 Blue found WVCA at cars and coffee

Brad Berry 2014 C7

New Members:

Ed and Brenda Kirsage, Sid and Randy Wells, Jamie Mooney

Name tags have been ordered and will be ready next week.

All in favor & none opposed. Above members are approved.

Birthdays:

Kami Wilson 9/3, Pauline Kleve 9/16 - not currently members, but they have a new '68, Nick Valenzuela 9/20, Pat Ennor 9/25, Kent Muhle 9/26, Stephen Sims 9/27, Duane Stark 9/29

Previous months minutes:

Corrections to last months minutes:

Ed and Brenda have a 2006 and were members in 1974.

Jack Chastain has yellow C5 went to Portland cars and coffee with WVCA.

Sid has red 2005 C6..

Jamie has black C3 1975.

Trivia- What year was the only single body design? 1973 because of the rubber front and chrome back bumper. 1974 is also because of front and back rubber bumpers but split rear bumper.

Approved with corrections.

TREASURER's REPORT FOR April 2022 GENERAL MEETING:

Report: as of September 1st, 2022

Balance in Checking:

Cash on hand \$ 184.50

Savings \$ 8,312.15

Total \$ 15,909.45

Total \$ 12,921.60

Ken Outfleet 1st & Julie Hughes 2nd motion made. All in favor. None opposed. Approved.

President's report:

Corvette day was a blast! Hope everyone had a good time. Followed by the club picnic. 14 cars went to the picnic and about 30 people. The area behind the museum is the area behind there for free.

We just need to coordinate with the museum folks.

Christmas Party. Info is posted on the website.

Keizer Fest was a great event. Andrea S. put together felt backed movie posters. It went really well even though we didn't win a trophy.

Lifetime membership to the Corvette museum is here to put in the display case.

Vice President's report:

Jacket night is at the Half Penny on September 21st 6:30. No drive planned. We can now RSVP through the website so the host can coordinate with the venue. This will allow restaurants to properly staff for a group of our size.

Car shows For September in Oregon.

- 1) Rod's N Rhodies. Car Show. 9/9-9/10/22 9:00 AM Old Town Florence Florence Celebrate Millersburg Celebration Car Show. 9/10/2022 12:00 PM Millersburg City Park Millersburg Antiques in the Street. Classic Car Show. 9/10/2022 8:00 AM Downtown Albany
- 2) Mt. Angel Oktoberfest. Oktoberfest Car Show. 9/17/2022 8:00 AM St. Mary's School Mt. Angel
- 3) Rollin Oldies. 50's in the Fall. 9/17-9/18/2022 9:00 AM River Park Lebanon
- 4) Oregon Paralyzed Veterans of America. Show & Shine. 9/18/2022 10:00 AM Home Depot (Hagers Grove)
- 5) Heritage Auto and Ag Shows. Auto Show. 9/24/2022 12:00 PM Powerland Heritage Park Brooks
- 6) Salem Roadster Show. Car Show. 9/24- 9/25/22 9:00 AM Oregon State Fairgrounds Salem
- 7) Our Lady Of Lourdes Church. Jordan Chicken Run. 9/25/2022 10:30 AM Our Lady of Lourdes Catholic Church Scio

Halloween party Options: Option 1- Have it at Massey's house but would not be able to serve alcohol without an insurance rider. We don't know the cost of the rider at this time. Decor would be more fun and more of a party atmosphere.

Option 2- Have it at a restaurant. The atmosphere isn't as good. It isn't a party when we are at a restaurant.

Trexler farms was really fun but it isn't doing events.

We will send out an email and see what the group would prefer to do.

Sept 2-4th. A few people from the club are going to the Indy races at PIR over the holiday weekend. If you're going, look out for other club members.

COMMITTEE REPORTS:

Budget Committee- Sign up sheet going around. Com-

mittee looks at last year's budget and proposes next year's budget to the board in October and to November's meeting.

Car Show Committee:

Kelly met with Kristy to make flyers and stuff like that.

Old business: none

New business or good of order:

Budget committee. See Above.

The Nominations Committee for next year's board will be run by Buzz. If you want to run for any of the board positions; President, Vice President, Secretary, Member at large, Treasurer, historian speak now or let Buzz know. The nominating committee will report their choices to the members at the next meeting. Nominations will be accepted from the floor during the August and September meetings. An incumbent may accept nominations for a third or more term in the same office if no other member will accept the nomination. The Glass Sass newsletter editor and/or webmaster will publish the final list of nominees in the October issue. The nominating committee will prepare and distribute one ballot to each voting member.

Website 4250 for 3 years for hosting and domain name registrations. Not in the budget so needs approved. Paul 1st & Joe 2nd motion made (Names not on recording so guessing who first and seconded). All in favor. None opposed. Approved.

Tech Time:

On Monday Sept 5th Kelly is helping Ron L. help change headlights and oil on C5. Anyone else is welcome to come if they'd like to join.

Jamie M. asked for a recommendation for a mechanic who works on C3 that is not the dealership. An answer was shared but not audible on the recording.

Good of the order: None.

Trivia: What color was the first run of C5 cars? Red rather than the traditional white.

What was the first corvette to sport an actual trunk? 1998 Convertible.

How long did it take to build a C5 corvette? 55 hours down from 70 hours for the C4.

What year Corvette was built from the ground up, borrowing very few parts from the previous year? 1997 C5.

What was the first year corvette that swept in the same direction rather than opposing directions? C5

50/50 Raffle:

\$33 for 2 winners. \$71 for the club and the rest is split between 2 winners.

Adjourned:7:27



Mid Engine Monthly Update Re Our Corvette C8 World: What's New?

John Elegant

Of every single vehicle evaluated in last month's JD Power customer quality survey in terms of having the least amount of initial problems, the 2022 Stingray received a near perfect score 101.

It was THE BEST, of course in the process beating Porsche and all others. In terms of brands, Chevrolet and Lexus finished tied for # 1 with Buick right behind: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/387504-2022-c8-stingray-1-in-customer-quality-survey-per-jd-power> Stingray news: 91% of all 2022's made were sold to U.S. customers; 4% were sold to Canadians.

For the breakdown on the last 5%: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/394326-91-of-2022-stingray-sold-with-the-u-s> Meanwhile the E-Ray is being tested at the Nurburgring.

Similar to last August's first Z06 session, this first E-Ray visit there was for testing and development, nor for potential lap record setting. It does bring us to wonder when the Z06's will be returning there as Tadge announced they would return there this year to attempt to set that all time Corvette N'Ring lap record. .

Mid last month the Z06's pricing was finally released. It was candidly not pleasant news, e.g., having a \$106,395 MSRP with shipping. Well optioned ones are in the \$140K range, and I read of one build that is literally \$191,000 — though that included every single major cost option such as it being a 70th Anniversary model HTC, a Z07, having visible carbon fiber wheels, and is standard for the Z07, comes with the complete aero package and CCB's. But this person's tentative order did not stop there as roughly next Spring when her allocation comes up, she has also included the LT6 Engine Build Experience.

While that option "PBC" is not available up front ("delayed availability"), can we imagine how much fun she is going to have building her own LT6! Not

surprisingly the Z06's MSRP being an average of \$14,000 more than the average of the MidEngineCorvetteForum pricing poll concluded, that pricing caused more than a little unhappiness. Words like being, "shocked and saddened" and phrases more negative than those two were all over the internet. However, for every one that was really unhappy at this unexpected major price bump, yet there were also tempered comments like, "sure it is way more than I thought, but getting literally the record breaking V8, 8,600 RPM, 670 HP NA flat plane crank motor with so many of its parts being made by the same companies that make winning, NRHA funny cars motors, so 'I am all in.'"

Yet the higher than expected pricing had some tapping out. Yet others are finding ways, one way or another, to still buy one — so when the dealer says, "I am ready to place your Z06 order now," they will have found a way to afford it. Downgrading and/or eliminating options, talking about "I do not need another vacation this year," and "I am going to cut going out going to restaurants by half weekly until my order goes in about a year from now," are the types of reactive and constructive comments now are being posted.

Yet there were/are two bright-light Z06 option costs, first that GM is selling the gorgeous Carbon Revolution carbon flash wheels at \$9,995/set (carbon flash ones) — by far the lowest OEM price (by mega thousands) with \$11,995 for the visible carbon fiber ones; however though to get them either one must get the Z07 package @ \$8,995, and also purchase the complete aero package at \$8,4995 (carbon flash version), so overall the carbon fiber wheels become very spendy.

Yet in comparison the GM/Carbon Revolution largest wheels (13" wide @ 21" diameter) are literally \$7K less than the Mustang GT 500's do; about half what Porsche's carbon fiber wheels cost; and, a whopping \$23,000 a set less than visible carbon fiber wheels on a Ferrari Pista.

Lastly as noted by Carbon Revolution, GM's rigid specs for the Z07's wheels are the most stringent of any of all their other OEM manufacturers.

If you want to learn more about the Carbon Revolution, the MidEngineCorvetteForum was granted an exclusive written, lengthy interview with CR's head of production here: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/389397-midenginecorvetteforum-interview-with-carbon-revolution>.

My wife and I are road trippers, not track people, and consequently we gave up the visible carbon fiber wheels due to GM's requirement to get them one must get the Z07 package, e.g., for the Z07 only comes with Cup2 R tires. Even so, our very, very loaded HTC but without the Z07 package, without the Engine Build (\$5K), without the 70th Anniversary Package (\$5,995 or \$6,995), and without the custom VIN (\$5K) would be in around \$162K. And that does not include state taxes, gas guzzler tax (option "R8E") nor title, registration and tag fees. So you can see how easily Z06 purchasing costs can climb!

One last example, want a standard Z06 without a single option but it must be a hard top convertible in the top 3LZ trim, it would set you back \$124,850 plus the \$1,395 SHC delivery fee. Not surprisingly GM is already making 1LZ sale-able, captured test fleet cars for we have already read one comment, that "as that is the lightest weight Z06, it will be the fastest one and what I am getting." One bright light appeared about a week ago when GM announced that if you kept your Z06 for one year, GM would credit you \$5,000 through its "GM my rewards" program (separate from the GM credit card earning program), only if you are the original buyer of the Z06. That \$5,000 could be used for purchasing a later GM new vehicle, for buying accessory parts for your Z06, for routine maintenance at your Chevy dealer and more. For more details on that program: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/393892-for-real-5-000-if-you-own-keep-your-z06-for-one-year>.

Was/is this program designed to reduce flipping? Most think so but wonder if GM is still additionally working on a more directly related program that could affect the Z06's warranty program, either an all carrot approach for those who do not sell it before one year, or conversely a carrot-and-stick warranty adjustment, or even a pure penalty program.

Stay tuned for right now while the Corvette internet world is abuzz with rumors, I never count on a upcoming GM program until a GM press release. One thing that will keep those struggling with its MSRP

being an average of \$14K more than most thought, is there will be initial, cost-avoided savings, that many visible carbon fiber options will be delayed availability including and all this was "breaking news" at the MidEngineCorvetteForum (MECF) via communications I had with Harlan, the beautiful "U-shaped" visible top-of-LT6 trim piece (option "EOC"), the alternative X-brace (also in vis CF), the grille trim in visible CF (option "R9Z", and even the Edge Red rear fender "Z06 emblem."

Surprisingly a non-carbon-fiber part that is very popular with new Corvette buyers, splash guards are "not in the production plans." Great news that finally on day 269 after its reveal, the official GM Order Guide was released. While with its cousin 2023 Stingray components covers 101 full-sized pages, MECF has THE IMPORTANT-MOST 12 pages here thanks to Jeremy Welborn, his picking among them all and sharing the ones 99% of those use/need to put together their Z06 order: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/394021-z06-order-guide-now-available>.

While its pricing and Order Guide were key to those ready to order in the first batch of Z06 customer cars, there remains two critical "missings" preventing the first customer orders to become GM accepted.

A great initial step was on July 28th GM when allowed all of its Chevy dealers to submit preliminary orders, i.e., "the order banks opened." But as on that date and most probably still as you are reading this all such entered orders are "preliminary" -- meaning that if not later paired with an allocation, they would amount to literally nothing. The two key critical MIA components as of this time is that, 1) dealers have yet to get their Z06 allocations, 2) nor whether initial Z06 final orders might experience the dreaded "constraint" word, e.g., part(s) that is/are not available to all in that first batch who ordered it.

Of course for most who are getting a Z06 at some point (dealership lists are sold out for an average of four years here and in Canada already), the key questions is when is "SORP" start of regular (meaning customer) production. I had heard from several key insiders weeks ago that it will be early in September but again relying on fact, GM stated in writing on July 15th that customer Z06 production will start in September.

GM's major Z06 web site still says today, "available Summer 2022," and for those at NCM's April Bash, the pointed question during the GM seminar,

(cont from p 5) “Harlan, when will the first customer Z06’s be delivered?” His answer was “the last of summer is September 21st.” We all want to learn more about the actual first customer delivery. Speaking of sale-able units, we now have confirmation that at least 125 eventually sale-able CTF (capture test fleet) Z06’s are prowling the streets. Just under half are HTC’s. We sure await the day when customers start receiving their own Z06! Thanks for reading. I hope your Summer is going really well for you and you, are racking up many miles of Corvette driving smiles John



FOR SALE: Jim Tiano’s old Vette

2006 Corvette \$22,000. Monterey Red, 2LT package, 41,700 miles, Serial Number 1G1YY26U065110651

Includes 2LT items + heads-up display, power telescopic steering column, auto dimming mirrors, memory package, heated seats, RPO US9 radio, compass and homelink.

Maness, Jerry & Terri, Maness4golf1@aol.com
760.902.6417



We need candidates for all of the positions on our Board. If we do not get any interest, the Club may be in danger of dissolving due to non participation. If this is what you members want, do

nothing; otherwise step up and do something for your Club for the next year. It is not hard or difficult, but it is necessary that we have these positions filled, so please RUN FOR AN OFFICE so that WVCA will not have to dissolve!!



RANDOM THOUGHTS

By: Paul Ennor

Where did the summer go? It seems like just yesterday the 2022 Corvette season started, the rain quit and the sun came out. Now it's State Fair time already. The days are getting shorter and the nights are growing darker and longer. Just yesterday I received an Email from Kelly requesting

cars for the Cascade homecoming later this October. I remember when homecomings were a major part of WVCA's fall calendar. In the 1990's the Club scrambled for weeks to gather-up enough Vettes to satisfy the demand from every high school in the mid-valley. Sometime more than one a night. A few of schools we helped out included:

- Sprague
- North Salem
- McNary
- Cascade
- Gervais
- Dallas
- Carlton

Only this summer I discovered that we made life-long memories for some of the young folks we chauffeured around during those home cummings. I discovered totally by accident during a conversation that my financial advisor was one of the princesses' who road in one of our Vettes at Gervis High school during her home coming. It made a life-long memory for her which she remembered fondly. It felt good to know that the public services we as a club have provided over the years has actually touched lives in a positive way. I'll move on now to some more random junk from my brain.

Things are changing at light speed in the automotive world. It seems like everyday a new electric vehicle rumor or announcement pops-up on the internet. Gee Whiz, California just announced that it will outlaw the sale of new gasoline powered cars starting in 2035. The next day the State of Washington said it would follow suit and Gov. Cate Brown ordered Oregon to consider the same, though nothing official has come about here in Oregon yet. But it would appear that the hand writing is on the wall. Sometime in the next fifteen years gas powered cars will become more difficult to buy.

New car buyers will have to go out of state to get one or settle for used cars. Many things that the Government mandates result in unintended consequences. I'm positive this will be the same. My uninformed crystal ball tells me that the shortage of new internal combustion vehicles post-2035 will cause used car prices to spike higher than they are already as they become rarer. Especially for high performance desirable cars like the Corvette. This could

make the current or older Vettes a very good investment and something to hang onto in the long term. As more of the national fleet of vehicles start to run on electricity gasoline demand should drop which could result in a couple of different things. Prices for gas could drop. That would be good. Or in the long run decreased demand could cause producers and gas stations to go out of business one-by-one. This would mean less fueling options and higher prices for scares fuel supplies. Not so good. My crystal ball doesn't show which path the future will take. But one thing is for sure, it'll be an interesting ride into the future.

One last unrelated batch of random thought. I've often wondered why people choose the cars that they do. There are dozens of reasons to plo-p-down money on a car. Perhaps as many reasons as there are car buyers. I thought that I'd outline just a few. Take a look and see if you can relate to any of these:

Performance: This person buys a car just for the sheer power off the line. He/she is probably a drag racer a heart. I've owned a couple of cars like this but it was just not my thing for long.

The thrill of driving: This person wants a car that can push past 1G in the corners. Loves to take long drives on twisty mountain roads. These folks probably think automatics are boring and they must have 4, 5, 6, or 7 speed manual gear shifts with a clutch. I was this guy but I'm old now. The thrill is gone. Clutching is too much work these days.

Styling: This guy or gal wants a good-looking car with lots of style. Probably idolized Harley Earl. I'll admit this is me. When I shop for a car, color, shape, body style and interior are my top priorities over anything else.

Utilitarian: This person buys a vehicle that just gets the job done whether that's hauling 2x4's or a Cub Scout Pack or towing a trailer. I'm one of these too part of the time which is why I own multiple vehicles.

Adventurer: These folks are why SUV's are so popular. They see themselves fording muddy creeks to get to 12-inch-deep snow to drive through. A few might actually do these things but most just dream of the possibility while comminuting on the freeway or going to the grocery store and back.

Passenger: This may be where the auto industry is taking everyone. Just get in, sit down tell a computer where you want to go and sit there while the vehicles does the driving from point-A to point-B. I'm not quite here yet myself but I do appreciate adaptive cruise control on a long freeway drive.

That's all for September. SAVE THE WAVE



C-5 CORNER BY KENT MUHLE

Another month has come and gone, so it's time for a new article and as promised, this month is all about replacing your seats and making the cabin more comfortable. After dialing in my suspension and brakes, I found myself sliding all over in the stock seats having to brace my left leg against the door and my right leg against the tunnel to stay in place. Makes it tough to heel and toe if your legs are doing double duty. After searching the inter-webs I decided to get a set of Corbeau A4's and matching brackets. There are many options out there, and YouTube has a ton of videos showing folks installing C6, C7 and C8 seats in their C5's. I even watched a video the other day of a set of Viper seats being installed!! I chose the Corbeau's for their size, weight and style, not to mention a decent price point of around \$1700 all in. I chose the reclining style in full black leather, with a pump type lumbar support for the drivers seat and shaved seat cushions for both to give a little extra headroom for my helmet.

Since the seats had to come out anyway, it seemed like a good time to insulate the cabin at the same time. For that I went to VetteNuts and ordered their C5 Corvette Premium Insulation Kit. \$400 later, a box arrived at my door with all the precut panels I needed, plus some extra pieces in case they were needed. I also sprung for a roll of aluminum tape to do the seams. All the pieces come labeled, and consist of a layer of foil and a layer of Ensolite (think wet suit material) glued together. Now all I had to do was tear the car apart and hope for the best.

The seats came out first, then I removed the console and all the carpeting and interior trim making sure not to break any of the little plastic clips that hold them together. There are plenty of YouTube videos showing the step by step process. Once everything was out, I cleaned up the bare surfaces and began installing the insulation. The pieces are cut perfectly, and each section is labeled so it's pretty hard to screw this part up, although I tried. The trick is to get the pieces to cover EVERYTHING, and to tape up any gaps, of which there were just a few. When putting everything back together, I noticed the insulation was thick enough to cause a few problems getting some of the trim pieces to go back together properly, particularly in the rear hatch area. Took some trimming and persuading to get it all in. Once the carpeting was installed it was time to tackle the seats.

The manual seat tracks I ordered screwed into the Corbeau's without any issues, but bolting them to the floor took a little work and I invented a few new swear words in the process. The fit is TIGHT, and you have to swap the passenger seat and drivers seat location to get the recline handle to clear the seat belt. Once in, I really like the look and the seats move back and forth without any issues. The lumbar support pumps up using a bulb from a blood pressure cuff, and is very comfortable. I'm 6'2" and depending on how much cake is available go from 200 to 230lbs, and the seats are super comfortable giving me plenty of head room even with a helmet on. I had the seat cushion shaved 1" which helped, but unless you have someone tall sitting in the passenger seat I'd leave that one alone.

Disclaimer

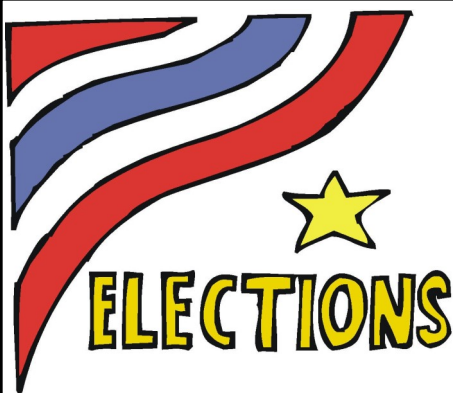
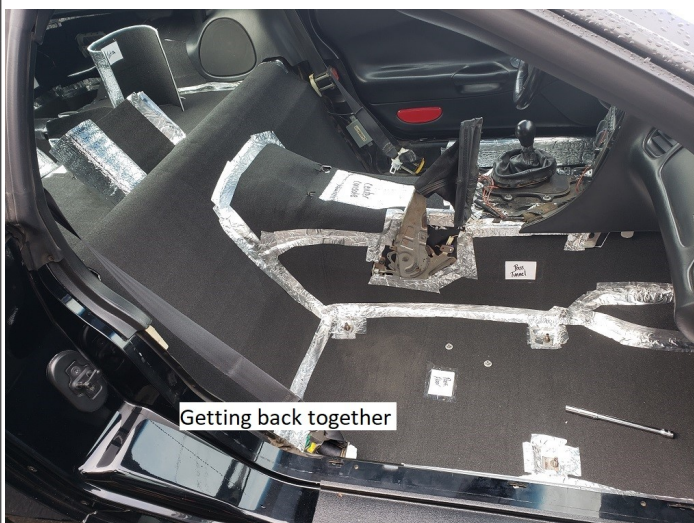
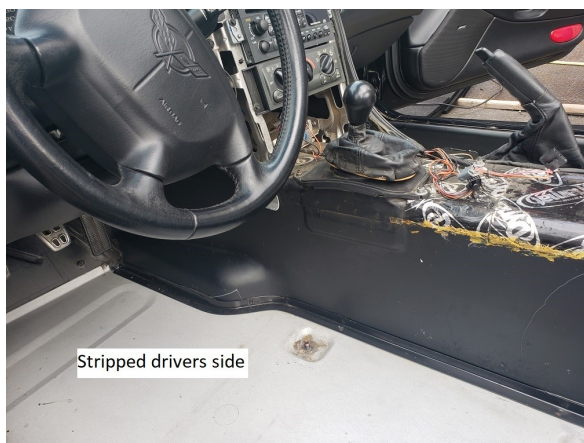
C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places 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.

If you are ANY wider than me, these seats will not work! If you have hips, you'll sit on top of the bolsters and won't be comfortable at all.

The insulation makes a HUGE difference in both noise and heat. The center console used to get hot enough to melt a chocolate bar into a puddle (ask me how I know), and now just gets warm. I recommend the insulation kit to anyone who owns a C5, and the seats now hold me in tight enough that I can concentrate on driving without sliding all over creation. I love the look as well.

Till next time, enjoy your cars, and don't forget to wave!

Kent



Elections for the next year will be held next month, and despite the prodding and begging for candidates for the offices, there has been little, if any, interest. We do not want to beat our members over the head to get someone to run for the various offices, but without officers our Club will dissolve. It is not fair to keep asking the same folks to remain in office **again**. They served this year **again** because there was no interest on anyone's part to run for office last year. So far, Julie has indicated her interest and a few more already in office may be persuaded, BUT this is YOUR Club, and everyone needs to do their fair share to be a good member.

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

