



GLASS SASS

VOLUME 45, ISSUE 12 DECEMBER 2022



WVCA President
Kelly Smothers

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Greetings Veters.

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

- President: Kelly Smothers
- Vice President: Joe Peters (with event coordination help from Andrea Smothers)
- Treasurer; Brent Wilson
- Secretary: Julie Schwerdt
- Member at Large: Dave Schwerdt (he "volunteered")
- Historians: Stephen Sims and Gary Hill

Appointed positions:
Glass Sass Editor: Buzz Blogg
Webmaster: Kelly Smothers

Board Meeting 5:30 January 2023
NWVC&MM - Primarily going over roles and responsibilities of new board members.

Happy December, Merry Christmas and Happy New Year to you and yours from the Smothers home. Have you ever spatchcocked a turkey? You read that word a couple times huh? Butterfly is another term for that. I've spatchcocked our turkey for the last couple of years and smoked it. Oh my gosh. If you want to step out of the traditional Thanksgiving bird, try this one first. You'll love what you get.

Moving on onto December, We won 3rd place "Club Participation" at the Santa Cruz this year in Stayton. This is the first club participation trophy since I've been a member. I was pleasantly surprised. It was a great event. I'm guessing we had so many

Corvettes show up because like Andrea said on her facebook post, "there was food involved". ;) Thank you for all the stuffed animals as well as your participation. Yes it was cold. But it was warm inside the fire station. Thank you to the Russ Strohmeier and the Stayton Fire Department for a great event.

The December club meeting went well. We were done with the business meeting in about 30 minutes and we were able to do our gift exchange. 20 gifts were exchanged, and as usual there was a little present stealing and strategy going.

December 10th is our Cruise and it looks like we have 31 people going. I appreciate the fact we are doing something a little out of the ordinary and not necessarily in the Salem/Keizer area. Should be a great event.

Thinking out to 2023, please put on your calendar the 17th of June, 2023 as our club car show. Glass on the Grass. This is going to be a big event and I'd like to see a lot of participation as well as help. Thanks.

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

Merry Christmas from Andrea and I.

#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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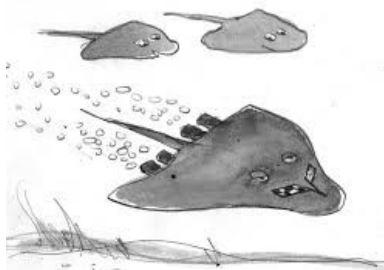
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

DECEMBER 1ST 2022

Called to Order: 6:30

Guests: Bob Cozart 2015 Z06,

New Members: None

Birthdays:

Martha Motley 12/08, Kelly Smothers 12/08, Kristi Rehm 12/08, Sherry Chandler 12/11, Steve Tuttle 12/21, Pauline Kleve, Shari Lawson 12/27

Janet and Wayne Kreger 60 Anniversary married longer than Kelly has been alive. Can't imagine living with Wayne that long.

Previous months minutes:

The minutes have been distributed through the Glass Sass, hearing no corrections. Minutes approved as printed in the Glass Sass.

Treasurer's Report for December 2022 General Meeting:

Report:

Balance in Checking	\$ 4030.91	
Cash on Hand	\$ 633.50	
Savings	\$ 8312.34	(\$0.06 Interest)
Total	\$12,996.75	

Expenses: Liberty Mutual Insurance \$387.00

Motion to Approve: Joe 1st and Dru 2nd. Approved: None opposed.

Presidents Report:

Christmas Cruise. Portland Spirit. There is a lunch Cruise from 11:30 – 1:30 pm 29 attendees, Club pays \$1000, \$33.00 per person the total \$1952.00. Ron will make sure people will get there. 2 hour cruise

Events: Saturday Santa Cruise and Car show, they serve breakfast between the hours of 8 – 11:30. \$8.00 for seniors and \$10.00 for the young guys. Leaving Hagers Grove Home Depot 8:00 am. Admission to Car Show is an unwrapped toy.

Member brought Stuffed Animal for the car show.

Vice President's Report:

Jacket Night at the Ram December 14, Signup sheet available.

Zoo Lights December 30th 5:30 pm meet at Harbor Freight at 4:00 pm leaving at 4:15. Signup available. Some talk about the

Zoo Lights being a Drive thru. They are a walk and train ride. Go on line to get your tickets.

Cowboy Dinner Tree in Silver Lake this summer Overnight.

SACC: NW classic Cars to Order Calendar. Car Event is in their. ordered 25 Calendars \$6.00

Bowling Green: Don't forget the Corvette Museum for all the merchandise for your favorite Corvette person in your life.

Car Show Committee: Update December 8th and will be on line. Kelly will send information thru email.

Letter are put together to email to vendors and sponsors, we have 6 month left. Need Tee Shirt Designs.

Old Business: None

New Business or Good of the Order: Board Meeting on January 5th 5:30 pm just before the Meeting. This is to go over roles and responsibilities of new Board. 3 new position and they are old hats at this.

Corvette Assembly Plant, they have started new tours of the C8 and some Z06. Don't know the cost. If you buy a new Corvette no cost you get your VIP Tag. It's a fun thing to do. Cool place to go all your favorite toys are all around you.

Drive a Z06 at their track; Joe thinks its \$1250. They are registering and they are clear out on the dates.

Tech Time: At Jacket Night Dinner New ZR door son Kelly's C6 he purchased the valet system to help him get in and out.

Corvette Trivia: Member are sending Trivia. He ignores it. He has the question but didn't write down the answer.

C7 is almost 100% new. Two parts were carried over to the C7 what are they? Hatches (Google - Cabin filer hatch and the Roof Hatch)

What was the cubic inches of the smallest corvette engine and what is the largest? 235 -150 and 505. What was the horsepower of the 235 and what was the horsepower of the LS7? (235 150 Horse power, 505 most Horse Power).

50/50: 46.00 goes to club and 23 goes to ticket holder,

Ed and Brenda Kirasich \$23.00, Larry Raff \$23.00

Adjourned 7:30

Arminta Louise "Minty" Schmid at the age of 70 passed the morning of August 20th as a result of an automobile accident.

This was the first sentence of Minty's Obituary. What it doesn't say is that her husband Tom and her were heading to the Lyons Fireman's car show in Lyons Oregon. They were in the hot rod that Tom built, when they were struck by a car and flipped. Minty was killed.

She met Thomas "Tom" Schmid doing what they loved, cruising the streets of Salem with friends. Tom and Minty were married a wonderful 51 years. They loved cruising and showing their cars.

The car depicted on the dash plaque and trophies at the Santa Cruise (below) was the car that Tom and Minty were driving to the car show in Lyons.

Tom buried the hotrod on his property, along with some of Minty's ashes.





Mid Engine Monthly Update: What's happening in our C8 world now?

John Elegant

More good news for the Stingray, and candidly from an unexpected source.. But first a ZORA rendering thanks to PeterC-Pixels... When he sent it to MECF, he said, “perhaps some ZORA design elements.” I think Peter knows something but is having a little fun with us; but which design elements will turn out to be for real? We will have to stay tune until about 2026 or maybe even 2027.



Let us first focus on the Stingray: An admitted Porsche guy, Europe's Nick Murray, drove a C8. He is Porsche lover, having his own YouTube channel focusing his review after review of his beloved Porsches. BUT, he goes bonkers over the C8 Stingray, saying such things as, “they look so exotic now; then he raves about its power, its interior, going on about its many features not offered in a Porsche”; then back to its LT2, he lauds it by saying for a naturally aspiration engine, it feels turbo-charged.” Want to see his video and be part of follow up discussion: <https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/428351-porsche-guy-loves-c8-stingray>

Of course as is life for us all, not 100% of the news is good, at least not for those who are now or soon planning on selling their Stingrays. While used C8 Stingrays were being initially bought for major amounts over MSRP, I know one person who got \$28,650 for his, another friend who got \$25K over what he paid, the average prices now of used Stingrays are going down — and significantly down from the C8's roll-out, glory pricing days. Still however they are yet now above MSRP, but just by an average of \$2,000 over. Why the decline in over MSRP used SR prices? The obvious reasons start with that winter is less than a month away; the economy is experiencing challenges due to inflation; many have been driving their C8's and are accumulating mileage; and as the C8 Z06 is being rolled out, there are quite a few C8's on the market. Here's the details from a very reputable, long-term-accurate source: source: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/428272-c8-stingray-pricing-premiums-nosediving-last-three-months>



However, not thinking of selling your C8 Stingray and want one more power enhancement option, e.g., one on steroids from Lingenfelter? Need a 700 HP, 675 TQ Stingray right now? Lingenfelter has teamed up with Magnuson supercharger to offer this beast for you. No Z06 waiting, and literally another 215 more TQ and 30 more HP than a Z06. As you can see, it also fits into a C8 Stingray hard top convertible.

<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-powertrain-and-performance/431747-lingenfelter-magnuson-sc%E2%80%99d-stingray>

What is now happening with the Z06 ? The Z06 media reviews remain truly amazing. Calling the Z06 “Superlative,” or “Flat Fabulous,” and similar, here are some of those major auto-media reviews: <https://www.midenginecorvetteforum.com/forum/me-discussion-photos-videos/425967-motortrend%E2%80%99s-superlative-z06-review-new>
<https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/mid-engine-exterior-interior-pictures-and-renderings/429156-motortrend-z06-is-%E2%80%9Cflat-fabulous%E2%80%9D>

Picture thanks to Mike Furman@Criswell Chevrolet.



Does the Z06's LT6 flat plane crank vibrate? Cause the cabin to do so? Water in a class video demonstration video showing very minimal vibrations:

https://www.midenginecorvetteforum.com/forum/mid-engine-corvettes/c8-stingray-z06-powertrain-performance-wheels-tires-aa/431314-lt6-z06-vibration-test?fbclid=IwAR35M0x8F1CvnT3gGmck59Jk3uoaX6kSWTzs46v70_AEYxSHt-MR_zSePKM

More good news about the Z06, for its production ramp up is going really well, in fact so well that GM added another round of Z06 allocations the last couple of weeks when originally they said on September 1st that there would be “no more additional Z06 allocations until next calendar year.” In a few words, the Z06's roll out is ahead of GM's original schedule. The progressive ramp up of the Z06 on the assembly line is continuing at an ever increasing pace. It is fun to see more and more Z06's on the National Corvette Museum web cams; already I have three friends enjoying driving theirs. At this time even a 15 Z06 made production day has just been confirmed; and, we are routinely seeing 12 Z06's made per day. However, by the time you are reading this, it could well be that daily production is approaching 20 Z06's daily. We do not know the final 2023 daily production rate but GM publicly shared an eventual 30% 2023 Z06 goal amount. However that will be the rate only start when the Z06 production ramp up ends. Many predict that would be around the first of this year; but is that a month optimistic? Using an average BGA daily production of 180 units, of course that amount is including Stingrays, that would mean on average of 54 Z06's are made daily from that point forward.



Where are we now in term of Z06 allocations? What is next after this almost just completed 2nd batch ordering cycle? <https://www.midenginecorvetteforum.com/forum/purchasing-your-new-corvette/430885-what%E2%80%99s-next-c8-ordering-cycles-dec-thru-feb>

There are still significant constraints on the Z06's carbon fiber aero packages (both the carbon flash and visible carbon fiber versions). As that does an integral part of the Z07 option, that has resulted in quite a few needing to wait. As one's name gets to the top of the dealership list when they have an allocation to award, that means that many are faced with “do I get a standard Z06 now or wait until what the Z07 I want becomes available.” Dealer after dealer is reporting that most of their customers are choosing to wait. This is of course to the benefit of those who are happy to get a standard Z06, i.e., it was reported that one dealer needed to get to his customer #17 on his initial Z06 list to get his first customer accepting a standard Z06. This aero package constraint will work out over time, but with some dealers reporting that initially that over 50% wanted to order Z07's with their required aero package, it will not be quickly resolved. But as per above with the sustained accolades the Z07 is getting, some are not willing to give it up. At the same time we are also seeing auto-media accolades about the standard Z06 — including one which tested a +99 pound HTC. GM is working hard with its aero package supplier(s) to ramp up their production. That is expected to occur over time, but for anyone to assume that it would be fully resolved soon, that even that partial aero package constraint would have completely gone away by spring, would not be over-estimating the resolution time for this issue to go away.

What this is going to mean is that (now using hypothetical numbers), one might be on a good-sized dealer's list wanting and not giving up on their Z07 plan for two (2) years, yet someone who was willing to compromise and thus not get the OEM aero package, will get their Z06 in a lot less waiting time, maybe just one year???

Lastly of the initial 100 Z06's made, over 90% have the 3LZ interior and way over 50% are getting the hard top convertible version. This is such a jump-shift regarding the HTC, for the last year of the C7 generation, less than 16% chose it, yet since the C8 started production, and we remember that it was delayed for several months in its debut (both its reveal and its coming off the line), HTC's are now a little over 50%. Who would have thought? There was one person who accurately predicted this during planning meeting long before the C8's was finalized. Thanks to Harlan for being ahead of the curve, and thus insuring GM's contract with Webasto who makes hard top convertibles for Ferrari and similar exotics, has a ton of their intricate hard top mechanisms for our Stingrays and Z06's. Thanks for reading. Here is to many happy and safe driving smiles ahead for you! John

MY LIFE – THE AUTOBIOGRAPHY OF MILLIE A 73 CORVETTE – CHAPTER #3
As told by my owner Paul Ennor



W elcome back. When I left you hanging last month, you might remember that I had just suffered serious damage caused by faulty factory Firestone 500 tires. Well, I survived. My dad got me repaired. I had my fender patched-up. I got a new trailing arm and my frame was repaired. Dad bought me some new stuff too. He gave me a brand-new paint job all over.

I also got brand new mag wheels with a new set of BF Goodrich TA radial tires. I was feeling good as new. Maybe better than new because of the new paint, wheels and tires. It was 1974 and Dad was taking me all over the Northwest, auto crossing me and going to car shows and events. But something seemed to be missing in Dad's life. I wasn't enough to fill an empty spot in his life I guess because dad kept dragging home other tin cars.



We always had Elkie, the 59 El Camino but then dad brought home an old '47 Chevy. Why? What did he need that thing for? Then one day he brought home a 1962 GMC pickup. There wasn't even room to park us all. I wondered what it was that dad was looking for. Soon I discovered what was missing in dad's life. He was looking for a human companion. That's where he went every night. He wasn't car shopping; he was trying to find

someone of his own species. I found out that it was only because of me that dad finally found what he was searching for. Because dad and I were so busy with the Corvette club his friend Al and Al's girlfriend Sandy introduced dad to a lady named Pat. She would go with us to a Corvette banquet in Olympia. Well, the rest is history. Dad made Pat my mom. The empty spot in dad's heart was filled. The next summer they loaded me up with luggage and dad and Pat along with her 2-year-old son Marty drove me all the way to Chicago to see Pat's mother for the first time. We did a lot on that trip, even drove through Yellowstone.



Yes, it was tight with three humans riding in me but nobody complained. It felt like we were a family. Soon after this trip Dad married Mom. He saved me from the indignities of being decorated after the wedding by driving that old 47 Chevy and leaving me safely at home. Thus, my real life as a family Corvette started in 1976. Many adventures would follow. I found out from other Corvettes that a lot of them were orphaned by their owners when their human families started to grow. But dad and mom kept me. They went together and took me to every sort of activity that the Corvette club could imagine of. We went to lots of parties. Plenty of dinners. Dad still took me to shows and autocrosses. Mom learned to autocross too. I tried my best to keep her out of trouble on those courses (most of the time). They liked to show me off in parades and we did literally hundreds of those.

Dad even installed a trailer hitch on me. He bought a small camp trailer and I pulled it all over. We went camping with the Corvette club and one year Dad, Mom and Marty even had me take the trailer to Disneyland. I loved being a family Corvette. Dad always had other cars and trucks to free me from too much hard work.

Although Elkie was gone, dad kept many other utilitarian vehicles of all sorts. He always had pickups, vans, sedans, or SUV's available to do the hard work. I was simply there for fun. I was living a good life. I had lots of baths, wax jobs, stuff like that and always I had a dry garage to stay in. Life was good. This was my life. As time and the sun took its toll on my paint, rag top and seats, dad did some restoration. He stripped off my old paint on a winter day and took me to a paint shop for a brand-new red paint job. I also got a new soft top, new seat upholstery, door panels and carpet. I sparkled. Dad put me in a show at Lancaster Mall for a week to show off my shiny fresh new look. I was as proud as a Corvette can be. It wouldn't be long after my Debut, on a short drive to a Corvette club event, that another disaster would hit me, literally, hit me!



On a quiet residential street while driving to meet some other Corvette on a Saturday morning an old Datsun smashed into my rear-end at 25MPH or so. My new paint still off-gassing and smelling fresh I was a wreck! Dad drove me home like this. That darn Datsun? It had to be towed away! Why me? The same fender as last time plus more. I was right back in the same shop that had just painted me.

Well, I'll leave you here again with a picture of smashed-up fiberglass. Come back next month for chapter #4 of my life. I can't guarantee a happy ending but I can assure you that I did live to enjoy more days in the sun.

Meanwhile, MERRY CHRISTMAS and Happy New Year. Come back in January '23 for the remainder of my life's story.

Millie



**I DON'T ALWAYS MODIFY CARS,
BUT WHEN I DO, I GO WAY FARTHER**



**THAN I EVER INTENDED AND
COMPLETELY RUIN THE COMFORT
AND RELIABILITY OF THE CAR**

C-5 CORNER BY KENT MUHLE

I can't believe it's almost the end of the year! I hope everyone had a great Thanksgiving, and I wish you all a Merry Christmas and a Happy New Year. As promised last month, in this edition of C5 Corner I'll be continuing the theme of "keeping the balance", concentrating on drive train mods. This is an area where it is really easy to screw things up, and turn your car into an unpleasant beast. Let's start with the shifter.

I'm not a fan of automatic transmissions in sports cars, and the auto in a C5 isn't anywhere near useful for anything but cruising or if properly built, drag racing. The 6 speed though is a really nice tranny that with a little tweaking is very effective and a lot of fun to use. The first thing to address however is the shifter. If you don't lean on your car, it's fine. For spirited driving the word best used to describe it is "vague".

There are lot's of aftermarket shifters out there, and I've had a chance to try out all of them except the new one put out by Tick, the company that makes the adjustable clutch master cylinder that so many folks use. The Tick shifter is getting some good reviews, and I'll be interested in trying one out some day. The shifter I chose was the MGW unit, and after 7 years of hard use I have nothing but praise for how well it works. The shifts are closer, more precise, and have a very solid feel without requiring the extra effort some of the others take. It's not cheap at around \$400 plus whatever knob you choose, but it's a quality piece and will last forever. Installation is fairly straightforward, requiring removal of the center console and trim around the radio and HVAC controls. By the way, you C6 and C7 folks can use it as well.

If you've followed my advice over this year, your car handles and stops better, you're not sliding all over the place thanks to your upgraded seats, and now you aren't missing any shifts. All that, and you've not diminished the reliability. Now let's throw some more power at it!!

Like all the other steps we've taken, before you change a thing make sure you are starting with a good base. Tossing go-fast parts at an engine that is in a poor state of tune is a waste of time and money. Check compression, have someone with the proper equipment look at the tune and ensure that all your mechanical bits are functioning as they should, and then have the rest of the drive train looked at. Adding more power in front of a weak clutch, a marginal transmission or a differential in need of servicing will guarantee lots of expensive noises making themselves heard rather quickly. Pay attention to the motor mounts, the torque tube and the tranny mount as well.

Phase 1 will bring you from the factory 350 HP to close to 400. If you've got a 405 HP Z06, you'll probably get around 440ish with this combo. This is an easy upgrade package, and will not stress the rest of your drive train much, nor will it affect driveability or fuel economy.

Start with a true cold air intake system, of which there are only two, regardless of how the others are marketed. Your choices are the Vara-Ram and the Calloway Honker, both of which pick up air outside of the engine compartment. If you never drive in the rain, the Vara-Ram is fine, but I don't like how the ducts are positioned down low in the front bumper. In my opinion you're just asking for trouble with it. The Honker takes some work to install and runs around \$500, but picks up air from in front of the radiator.

While you're at it, get a hot water throttle body bypass tube from Mid-America for about \$20. Add a quality cat-back stainless exhaust (\$1000 and up) and get someone with HP tuners to dial you in on a dyno (\$500ish) and you're there. A noticeable difference, better sound, and stock reliability. All without stressing the components downstream. You want more? Next month (next year?) we get serious with Phase 2 and Phase 3. Until then, enjoy your car and keep on driving! *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.

DECEMBER MEETING & GIFT EXCHANGE



The monthly WVCA meeting doubled as the annual holiday gift exchange for 2022. This was because the annual holiday party will be scheduled to be on a cruise aboard the Portland Spirit river boat in Portland. Doing

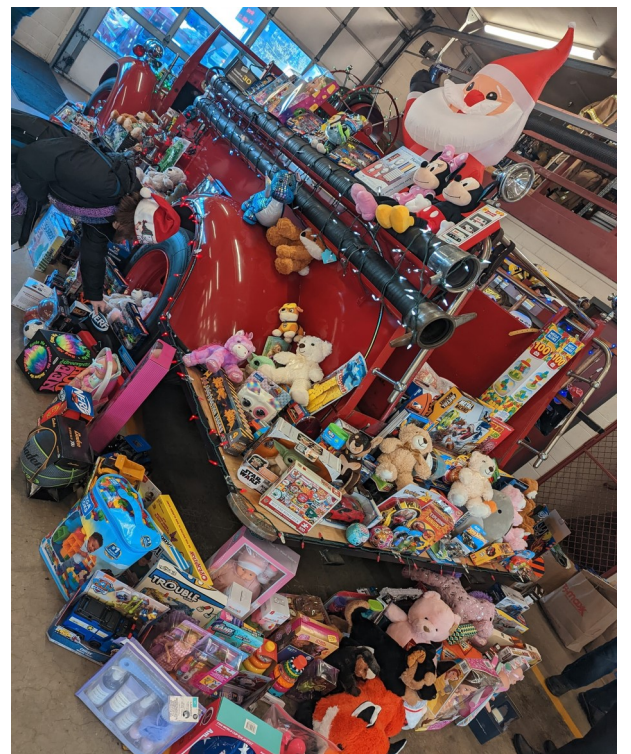
the gift exchange at the monthly meeting did extend the length of the meeting. It was as cold as a walk-in cooler in the dark car museum and most folks chose to keep their jackets on all night. A few places around town saw their first snow on December 1st coinciding with the date of the meeting. Few Corvettes were seen parked outside.

Most attendees chose to drive pickups SUVs or other tin cars but attendance was good to average but not as large as we sometimes see. The meeting itself covered all the old and new business in the usual efficient manner. See the minutes for further details.

The gift exchange followed the customary rules. Numbers were pulled from a bag, number-1 picked the first gift, number-2 could steal any already opened gift or grab a new gift from the table and so on until the person with the highest number gets the final pick. Wine other spirits were the hit of the night with lots of stealing going on with that category.

President Kelly picked the second gift and got a nice gift bag of goodies which was soon stolen. Kelly might have had more stuff stolen than anyone else with Pat Ennor tying Kelly for trips back to the table. Everyone left the frigid museum with some nice gift. The meeting/gift exchange adjourned before 8:30 and most of the members drove across the freeway to the Route 99 restaurant for warmth and a late dinner. *Paul*







The annual Stayton Santa Cruz Christmas toy donation and breakfast was once again a big success, as was the accompanying car show where WVCA won 3rd place in the Club participation category .

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

