



GLASS SASS

VOLUME 46, ISSUE 4 APRIL 2023



WVCA President
Kelly Smothers

Pres. Msg	Cover
Minutes	2-3, 7
Meef and minutes	7-10
Paul Article	7-8

Greetings Vettters.

I am saddened to report that on March 24th Pat Ennor passed away from a short but intense struggle with leukemia which was only discovered and diagnosed the week prior. She spent one week at Salem Hospital undergoing chemo treatments. She passed quickly and Paul was by her side. On Thursday 30 March, 15 WVCA Corvettes with 31 one of their humans, as well as a few past members were also present to pay respects to Pat and her family. It was a very nice funeral and internment, quite a few stories of Pats fun loving side/nature, and my favorite was her Klingon Halloween costume and make up.

Theclub sent a very nice self standing flower arrangement. My condolences to Paul, hestated to me this was clearly the hardest thing he has ever done. We love you Paul and please reach out if there is anything Andrea and I can do for you.

As a friendly reminder, this Saturday, 15 April WVCA members and their cars are meeting up with us at Walery's Pizza at 1555 Edgewater St NW, (that is in West Salem across the bridge) for the 94th annual Cherry Blossom Poker Run. Registration and the run begins at 9am. I plan on being there at 8:30am and get in line to get my poker card.

This event is a fundraiser for Salem Auto Club Council. Last year SACC collected 303 pounds of food and \$330 in cash for the Marion Polk Food Share. All of the proceeds from the sale of the poker cards, \$1,050 went to Boys and Girls Club of Salem, and Marion and Polk Counties Food Share and Northwest Vintage Car and Motorcycle Museum Speedster Program.

I can't wait for this event every year, and while it's been a wet spring so far, this Saturday is looking hopeful. As I mentioned last month, May starts the official beginning of the Cruise year (May through October) . We are looking for cruise/tour leaders to sign up in advance and help plan some fun summer events. I'm keeping my article short so we have room for a couple tips and tricks documents on how to plan a cruise/tour and what is expected and what to expect while out and about in the sun.

I am also looking for someone to help plan our club picnic this year, so if you got this far through my diatribe, please contact me and let's see what we can put together. Our all Corvette Car show is just around the corner. As of right now we are looking at 35 registered entries. Please plan on attending and remember we are raising funds for Liberty House and The Oregon Veterans Home in Lebanon this year. Drive safe and smart out there. #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>

BOARD MEMBERS and OFFICERS

President/Webmaster: Kelly Smothers

US Bank Controlling Party

971-241-3953

president@willamettevalleycorvettes.com

OR

webmaster@willamettevalleycorvettes.com

Vice President: Joe Peters

503-769-5620

vp@willamettevalleycorvettes.com

Secretary: Julie Schwerdt

503-421-0733

secretary@willamettevalleycorvettes.com

Treasurer: Brent Wilson

503-419-7106

treasurer@willamettevalleycorvettes.com

Historians: Steve Sims/Gary Hill

805-717-2159 541-554-3866

historian@willamettevalleycorvettes.com

Member-at Large: Dave Schwerdt

503 266-5187

memberatlarge@willamettevalleycorvettes.com



WVCA Meeting Minutes

APRIL 6TH 2023

New Visitors: None

Vote New Member: Brad and Lou Berry Voted: Unanimous approved,

Birthday Announcements:

Martie Valenzuela April 9th, Dan Motley April 10th, Tom Paddock April 10th. Gary Hill April 16th, Darrel Holmes April 17th, Shane Massey April 21st.

March Minutes: No Corrections

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

Treasurer's Report:

Balance in Checking	\$3,912.24
Petty Cash	\$140.50
Savings	\$8,312.61
Total:	\$12,365.35

Capital Chevrolet wants an invoice sent to them for the \$5000.00. Need a motion to accept the Treasurer's Report: Joe Motioned and was seconded by Andrea Approved, None Opposed

President's Report:

On March 24th Pat Ennor passed away from short Battle with Leukemia. Pat spent one week at the Salem Hospital undergoing chemo treatment. Pat passed quickly with Paul by her side. On Thursday March 30th 15 WVCA Corvettes with 31 members and a few past members were in attendance at her Funeral. There were quite a few stories of Pats life with the Corvette members. One of Pats favorite costumes was the Klingon Halloween costume and makeup. Kelly sent a very nice standing flower arrangement on the club's behalf. Paul thanked everyone who attended.

Vice Presidents Report:

1. March Jacket Night April 19th, 6:30 Los Arcos 4120 Commercial St. Sponsored by Jamilah Mooney

2. Monthly Cruise Sponsor – Means you need to take a drive and let people attempt to follow you. The cruise can be Saturday or Sunday or Both with an overnight destination. If overnight you will need to find lodging.

3. April 15th 94th Annual Cherry Blossom Run. We meet at Walery's and all cruise together.

We will be manning the last stop at the museum here, same as last year. We need some volunteers for this role. The volunteers need to meet at Walery's at 8:30 to pick up supplies for our stop. We will be keeping all the supplies after the Event.

4. May 13th Cascade High School Car Show – Turner
5. May 29th Mary's Peak cruise with Hub City Muscle Car's Classic Memorial day
6. June 17th WVCA Glass on the Grass Car Show
7. Stro's Wednesday Night Cruise-in begins first and 3rd Wednesday in June through August. Brent Strohmeyer Memorial Foundation.
8. July 2nd Northwest Rod Classic – Independence
9. July 8th Springhill North Albany benefits Honor Flight
10. July 29th Brent Strohmeyer Memorial Car Show – Sunrise Park Sublimity
11. July 19-23 Valley Corvettes presents VetteFest 2023, Boise, Idaho Thursday-Saturday, July 20-22, 2023 A couple of us are going over on the 19th .
12. July 29th Brent Strohmeyer Memorial Car Show – (Sunrise Park Sublimity)
13. August 5th Keizer-Fest Parade
14. August 26th Cruising McMinnville <https://www.cruisingmcminnville.com>
15. September Willamette Street Rods. (Salem Riverfront)
16. September 2nd Celebrate Millersburg Car Show
17. September 14th Thursday – President's run Columbia River Gorge
18. September 15-17 Corvettes on the Columbia (3 Rivers Corvette Club McCurdy Chevy) \$225 event registration / Hotel extra
19. September 17th Mt. Angel Oktoberfest – Trophy

Andrea presented Decals for the car windows.

Committee Reports:

SACC Area Events: Mag Auction – Fairgrounds – Need 25-35 people to drive cars on stage, security. Help park cars. May 17th – 20th . Donation will be given to car clubs and SACC if you volunteer. If you want to Volunteer contact Joe.

NWVCM Representative: Wayne Kreger – Wayne was not able to attend

Bowling Green Update: National Corvette Museum: NCM Birthday Bash April 27 th 2023 – April 29, 2023, Corvette Caravan to the NCM August 29-31, 2024, PNW Caravan August 22-28, 2024

Car Show Committee – Glass on the Grass 55 th Anniversary Bash

- June 17 th , 2023. 2. Registration has gone live. There are not a lot of our members signed up at this time. Don't forget to register.
- Porta Potties are contracted. Saved \$500-700 dollars with local business
- Working through the Contract with Powerland currently.
- Met with Capitol Chevrolet, have another meeting this Friday
- Have Insurance proof for show – Crossroads Insurance
- Andrea and I are working with Brad and Kristi on ordering and printing shirts.
- Food trucks are responding, Double JJ, Popcorn Fetti, The snack truck having a hard time getting other vendors – new Oregon Food truck rules. **CONTINUED ON PAGE 7**



Mid Engine Monthly Update: Lots of Good News

John Elegant

Getting a C8 remains a challenge due to the overwhelming continued demand compared to supply. Yet there is good news in terms of the 2023 model year already having more C8's made than every C8 year before. Specifically whereas in the previous C8 highest production 26,350 units were made, with the 2020-2022 model years averaging just 24,250 units yearly,

Already this year BGA has made 29,150 C8's, and with the months of April, May and June ahead, this could well be a 37,500 unit production year. Good news too for increasing Z06 daily production, with one day last month 36 Z06's were made (its high daily total ever), i.e., even in Z06 production things are looking up, though as many know even if EVERY vehicle made at BGA every day were a Z06, it would take at least six months to abate the incessant backlogged demand for it.

How and when does this model year end? From several sources, at least as currently internally-within-GM scheduled, Friday June 30th is most probably the last day of the 2023 model year, with currently July 10th being scheduled for the start of 2024 production (yet our realizing that both of these dates "tentative, subject to change"): <https://bit.ly/3JYxCeR> All 2024 C8 models...

Watch the 2024 E-Ray skunk both a new Ferrari and a new Lamborghini at a drag race, and see how the E-ray's times compares to the Z06's... <https://bit.ly/3z7yDen> The worldwide part supply chain nightmare continues far beyond just Corvette's production. Yet closer to home, it necessitated not just the one week closure in February but another one very recently. Hopefully this last one was the last one this model year. How come these intermittent BGA closures have been necessary? It remains the worldwide shortage of specialty automotive parts.

Even my friends in the construction industry and the medical industry have times when their critical component supplies and parts are un-obtainium. In short the just-in-time (JIT) process where shipping was worldwide precisely in rhythm for roughly five years, that is demand and supply being in equilibrium, yet that fell apart due to Covid and has not yet fully recovered.

Even as we each enter the grocery store right now, you and I wonder, "what will they be out of today?" If they cannot keep on their shelves our favorite cookies, beer, or even all the fruit/vegetables we like, how is Bowling Green Assembly plant which has way over 400 unique suppliers for just the Stingray, let alone, and probably 100 more unique ones for the Z06, going to get 100% of their parts on time every time? Clearly at times, those critical for manufacturing new Corvette parts have not been available...

Here's the crux of the issue via one example, and we all know it takes over 5,000 parts to all be in one place at exactly the right time for one new Corvette to be made, especially so as there are now over 11,000 unique C8 Corvettes able to be ordered (depending on how you "spec" yours); as an example, if you were a small manufacturer of body parts and only had \$1,500,000 to spend in your capital outlay budget to develop one new part, would you create your one new part for the Stingray which would sell for you roughly 30K units annually, for the Z06 which will sell about 2.5K units (hopefully twice that amount next year and hopefully another 5.0K E-Ray units), or would you choose to make your singular new part a 2024 C8 model or for the Chevy Silverado/GMC Sierra trucks which sell +800,000 units per year. Which would be your smart business decision?

Of course compounding 2024 BGA production challenges is the question we often hear, "since BGA is currently unable to make enough Stingray nor especially enough Z06's to meet current demand, how is the Bowling Green Assembly plant going to add in new E-Ray for 2024 production (as GM has officially announced that the E-Ray will be produced at BGA)?" Good question and the only answer that seems to work is that while daily production would still average 180 units, and a third shift not going to be able to be added due to the parts supply issue, that would mean that for every E-Ray produced, one less Stingray would have to be.

But of course we shall later learn how GM plans to execute their 2024 production plans. Could they make such an announcement at the next month's National Corvette Museum Bash event (April 27-29th)? Note: On-line Bash registration ends on April 7th; however daily walk-in tickets could always be purchased during the event: <https://it.ly/3TA8XAB>

For those attending the event, as always the MidEngineCorvetteForum has an early Friday morning event breakfast available for all, timed so all can be back at NCM for their 9:00 AM start that day. Already 60 are heading to the MECF breakfast but there is plenty more room for more, for all to join us, e.g. friends, family, non-members, etc: <https://bit.ly/3nhkmt7>

What do you think would be the percentage/number of Stingrays, E-Rays and Z06's made during the 2024 model year? With the consensus 2024 production year total being 40,000 units, might there be 30K Stingrays, 5K E-Rays and 5K Z06's? Or just 20K Stingrays, and 10K each E-Ray's and Z06's???

One elephant in the room that has annoyed most, and viscerally so, is the continued massive mark-ups (ADM's) so many dealers are requiring to purchase not just the Z06 but also the probably way over 1000 dealers still doing so for the Stingray? Are we going to see dealer ADM's we have experienced this year carry over to 2024 Corvette purchases and next year additionally engulf the E-Ray's sale pricing too?

It used to be that 95% of Chevy dealers sold new Corvettes at MSRP, or during the latter years of preceding generations, discounts from sticker were be the norm at almost every dealership for almost every model. As we fondly remember, the last half of the C5 through C7 generations, with the exception for super rare models, most of the time we were able buy ours at mega-thousands below MSRP? What has happened? Will be again seeing below MSRP Stingray pricing for the C8 in the couple of years?

First a key source of the problem beside the world wide supply chain consistency melt-down is that that the C8 is too darn good. The Stingray is still winning major annual awards and the Z06 is kicking it both in terms of best "performance car of the year awards"; re the latter we continue to see very favorite comparisons for the Z06 in exotic car comparo tests. Re for sale pricing, a few Z06's have sold at auction at more than \$125,000 over MSRP. Some "used" 2023 Z06s which lost their warranty due to their being sold less than six months old, are consistently selling in the +\$50K range. A few even sold at way more than that.

GREED has taken over most dealerships. Many dealerships that had integrity for years and sold their Corvettes to repeat customers on a handshake at a fair market price have become pricing-and-customer-treatment ugly — and this is a massive understatement as you know. Some dealers were charging \$20,000 over sticker for the C8 Stingray, and even though that has started to temper, there are hundreds right now asking \$10,000 over, with most dealers due to the still-current short supply compared to demand for this model, still have waiting lists of a year, with more than isolated ones two years or more.

The situation with the even more limited Z06 is beyond unpleasant with, as one example, Canadian Z06's being completely sold out for four years and many here in the U.S. facing waiting lists of two-six years at current demand levels.

There are literally over 1,000 Chevy dealers which have frozen their customer Z06 waiting lists because they know their chances of delivering one to that next customer is close to zero. Waiting lists for the 2024 E-Ray are currently over 500 at two major dealerships. Ciocca has yet to open up their waiting list. Thankfully there are some dealers, including eight of the top ten by volume in our country, who are selling their Z06's at list price, who continue to have integrity and take each customer in turn — in the order that that customer first contacted that dealer and asked to be placed on "your Z06 waiting list." Every MECF supporting dealers sells new C8's only at MSRP, again including the C8 Z06. None has ever has sold above sticker.

The MECF supporting dealerships in the order they signed up are: Criswell, MacMulkin, Ciocca, Les Stanford, Weber Chevrolet (Columbia), Uftring, and Dick Hannah Chevrolet (used to be Suburban). Thankfully there are many more dealers besides these seven also who are honorable, treat their customers with respect, honor their handshake dealers, are truly good and honest ones, and who are not charging an ADM (additional dealer markup).

As part as pricing at the those dealers currently still charging above MSRP, the absolutely pricing craziness has been not just for new and used Corvettes but competitor sports cars. However is this pricing mania starting to die down as evidenced in this interesting pricing thread/video: <https://bit.ly/3K2atrZ>

In fact that highly respected, very-scientific videographer has concluded that with the exception of Ferrari, most exotic cars are also currently experiencing used car pricing reductions. Of course Corvette owners themselves have also been part of the excessive used C8 pricing, i.e., those owning Corvette wanting to sell theirs at a profit over what they paid for their new C8 have also been a major part of the over-MSRP C8 pricing issue. Yes the out-and-out flippers are the worst, the greediest. But it is probably every one of us who has bought and sold our C8 over the last two years has added to "above-MSRP" used c8 pricing.

As one example, my wife and I were not planning to sell our C8 for over what we paid, but when someone came knocking at our door and offered us not just our first two years of driving ownership for free, but thousands above that, we accepted their offer. But as the above video shows, and as we have seen occur even more in the last two months since it was made, used C8 pricing for Stingrays is now about what folks paid for it. Even Z06 pricing appears to be dropping now toward an average of +\$50K over MSRP for those without a warranty, and about \$75K over MSRP for new ones.

Might we see during 2024, first supply increases, an economy adjusting with demand dropping off slightly, and thus that next year that more and more Stingrays would be dealer advertised at MSRP (perhaps even by the greedy ones) and actually going out the door for a couple of thousand under MSRP at the best dealers? And also during the 2024 model year, might we be able to purchase used C8 Stingray for \$5K under what its original price — even for a pristine, very low mileage one? BUT, would BGA only making 20K Stingray's next year compared to over 35,000 units this year, keep a floor under both new and used C8 pricing; i.e., only 20,000 or so C8 Stingray made next year, might their MSRP have ADM markups return with a vengeance, and/or pristine, lightly-used ones' pricing resume selling above MSRP?

Note please: There will be no Mid Engine Monthly Update article next month. Between the Bash event's specific timing and it is appearing that my wife and I would be getting Z06 at the NCM April 27th-29th event, then our taking off on literally a 4,500 mile road trip in it, next month this article will be taking its first vacation in over 4 1/2 years. Thanks for reading. Hopefully your spring has sprung weather-wise; may you be enjoying your miles of your Corvette driving smiles! John

• **CONT INUED FROM PAGE 4**

- Kristi Rohm created flyers that need to go out to local auto parts stores; please take a couple and pick a store and show up with scotch tape and a flyer and ask if you can post it on the window. I want to thank Kristi for putting up with my 10pm ideas, her ideas are really perfect. Thank you my dear!
- Reviewing corvette class parking signs
- Need to look at tent age, perhaps this Sunday with Joe
- Looking at credit card machine on site. \$5.00 a month
- I have a manual process to register for the show completed, it is the same price as the online registration. Considering an Auto Corral to sell vehicles for sale.
- Need help with sponsors. The emails and direct contact with sponsors has produced four sponsors at this point if you know of a business owner that might be interested, please feel free to contact me and help me get the information out. I have documents that can be sent.
- I also had zero vendor interest. Again if you know of someone let, please me know.
- Need Sponsors

Old Business: Yellow Book all sold out.

New Business: Name Tags to give out if you are here

Tech Time: Nick and Martie x tube and new headers.

Good of the Order: None

Corvette Trivia: 1 ticket each

Two parts: – you get the ticket for getting the first. Who is credited with naming the Corvette – Myron Scott, do you know what other great achievement he had? Soapbox Derby. Andrea guessed \$495 Thousand at car auction.

1969 was the only C3 to optionally offer what? Either a factory installed side exhaust or normal rear exit with chrome tips. Jamilah guessed this one.

Kelly has worked with US Bank to use a charge machine to use credit cards. \$2.00 fee to charge.

50/50 drawing: \$72 to club, \$36.00 each Jeff Sinclair and Marty Valenzuela

ADJOURNMENT

There will not be an article from Paul this month due to the untimely death of Pat on March 24th. He requested we use this month to honor his wife with her obituary here in lieu of his monthly article: Our condolences go out to Paul and his family at this time.

Patricia Ann Ennor

September 24, 1946 – March 24, 2023



Pat was born in Chicago Illinois September 24, 1946, the first child of Philip and Donna Etoll. She attended high school at Rich Central High in Park Forest Illinois. Pat and her two-year-old son Marty made their way to Salem, where she met Paul Ennor as a blind date for a Corvette Club banquet in 1974.

Pat and Paul were married on September 25, 1976, where shortly after, Paul adopted Pat's son Marty. Pat and Paul came together because of their involvement with the Willamette Valley Corvette Association and Pat continued to be active along with Paul through their life together.

In 1980, her family grew when their daughter Lisa was born. Pat was dedicated to her family, when Lisa was born, she opened a home day care center so she could stay home with her two children. While running that business she touched countless lives and made life long friends. Some of her "kids" now return to visit often bringing their own children with them.

Pat and Paul came together because of their involvement with the Willamette Valley Corvette Association and Pat continued to be active along with Paul through their life together.

Pat was active as a member and volunteer at the Clear Lake United Methodist Church. She enjoyed quilting with the ladies at the church. Pat liked to garden and kept the yard at her large home blooming with colorful flowers. Pat loved her dogs and during her life in Salem she was never without at least one dog to keep her company.

Pat is survived by her husband of 47 years Paul Ennor, daughter Lisa Ennor, sister Sue Douglas, and grandson Dominick Ennor-Wagner. As well as all the friends and lives that she has touched during her life. Pat was preceded by their son Marty Ennor in death and will be laid to rest next to him at Restlawn in Salem, Oregon.





There was a good showing for Pat Ennor 's funeral. The Club played a big part in their lives together.

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**

