



CORVETTES
Salem, Oregon

GLASS SASS

VOLUME 46, ISSUE 6 JUNE 2023

Greetings Veters.

Not sure about you folks, but May just came and went. Andrea and I attended the Cascade High School Car Show, and boy, what a turn out they had, something like over 350 cars. I believe I heard a new record for this event.

Jacket night was another big hit this month at Markum Inn. Always a great time to see all the vettes, oh and their owners of course. Just a note however, we had several no-shows, more than 10, that RSVP'd and did not show. A lot of effort goes into coordinating and collaborating for these events, so please, if you are going to RSVP do your best (any many did) let me or the coordinator know that you will not be able to happen, we understand that 'life' happens, but we really owe it to the proprietor to let them know so they can prepare our evening for us.

This last month (May) Andrea and I took our vacation to Yellowstone. While we've both traveled the world quite a bit, I had never been into the park proper. Great experience seeing the multitude of mountain ranges in the region, and of course, a 'couple' bison, bears (with cubs) and even an elk or two. I would also mention we saw several ferrell human beings there as well, and our human community at large left a lot to be desired. Kind of pitiful if you ask me, the behaviors of some. All in all, we came home a couple days early to help three of our kids move to new locations. Always a great time, uh, yeah no. ;)

Club Picnic is scheduled to be at Chandler's field at the museum for September 30th. The current plan is to kill two birds that day. September 30th is also Corvette Day in Sherwood at Portland Cars and Coffee. C&C ends at 1100, and those that wish to attend this event can then drive down to Brooks for the picnic if they so desire. The picnic officially starts around 1:00PM. If I could get someone to head this up this year that would be great. Fall back plan will be inside the museum. Not quite as fun, but dry.

Our Corvette Show has 68 paid registrants at this point. Since this is my first time producing a show, I feel a bit uneasy about having another 100 entries between now and the show. But I will keep the faith. If you have not signed up, I would really appreciate that you do. Also, this year at the request of a couple members, we will have a Corvette Corral for those that might wish to sell one or more of their Corvettes. If you might be interested, please contact me.

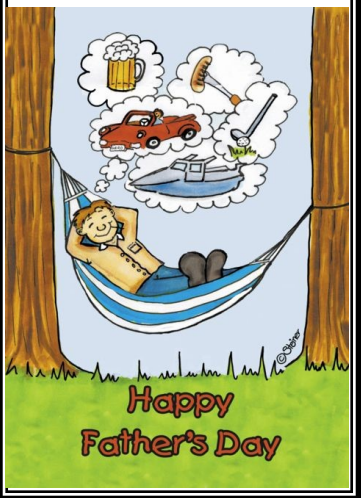
Drive safe and smart out there. #SaveTheWave

Kelly



WVCA President
Kelly Smothers

Pres. Msg	Cover
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Paul Article	9-10
Kent Article	11-12



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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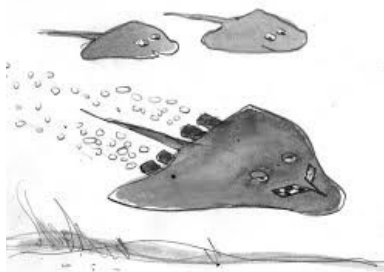
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"Cool. A Corvette stingray."

WVCA Meeting Minutes

JUNE 1ST 2023

Call to Order

1830: CALL TO ORDER: Kelly

Recognize New Guests and Introduction - Don Bond 2007 Red Roadster, Scott Savage Market for a C5

New members that meet membership requirements to join?

Roch & Amy Belisle was voted in.

Birthday Announcements: Kelly

Wayne Kreger 6-Jun; Maryann Burgess 15-June; Don Chandler 21-June; David Dunn 21-June; Ken Kafka 21-June

Approval of Last Month's Minutes: The minutes have been distributed to you through the Glass Sass. "Are there any corrections?"

Hearing no further correction the minutes are approved as distributed."

If you're not getting the email please let President know since the email program is changing.

TREASURER'S REPORT: Brent Wilson

Brent read off the names for the name tags that are still waiting to be claimed. Transfer stickers are here if you want one, 40 made transfer stickers in white and black. \$3.00 per sticker

Treasurer's Report :

Checking: \$ 8571.62

Petty Cash: \$ 351.50

Savings: \$ 8312.87 (0.20 INTEREST)

TOTAL: \$17,236.04

Motion to accept the Treasurer's Report (Joe) second (Pat) . All those in favor; unanimous none opposed.

PRESIDENTS REPORT: Kelly

Nomination Committee: Rules for Nomination Committee according to the bylaws:

- ◆ The President will appoint a committee at the July meeting to nominate candidates for each elective office.
- ◆ The nominating committee will report their choices to the members at the meeting in August.
- ◆ 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 September issue.
- ◆ The nominating committee will prepare and distribute one ballot to each voting member.

Budget Committee: Rules for 2024 Budget

- ◆ Prepare 2024 Budget assisted by the Treasurer, to prepare an annual budget for the next fiscal year. This committee will include at least one member of the previous year's Board.
- ◆ Membership dues will cover the costs of the member's first year's dues prorated to September. The membership year is 1 October - 31 September.
- ◆ A family membership will be assessed \$50 annually.
- ◆ A single membership will be assessed \$35 annually.
- ◆ Membership dues are due on or before the October general meeting.
- ◆ If a member fails to pay dues within 30 days after the due date, that member will be dropped from the membership.
- ◆ Membership dues are not refundable.
- ◆ Elected Board of directors are not required to pay dues during their tenure.

Corvette Club Picnic – Kelly asked for a volunteer to coordinate the event this year.

VICE PRESIDENT REPORT: Joe

Jacket Night: June 21st Joe and Pat Peters Paddington Pizza 5255 Commercial St SE Salem Or,

- ◆ Monthly Cruise Sponsor - Just 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 be in charge of finding lodging.

- ◆ June 2nd The Gut Car Show 1330 Hall St NE Salem
- ◆ June 10th Paralyzed Veterans at Home Depot
- ◆ June 10th Crusin McMinnville Car Show 12-5, Cruise down main street 5-9. There is breakfast and Lunch. \$25.00
- ◆ June 17th WVCA Glass on the Grass -
- ◆ July 2nd Northwest Rod & Classic - Independence
- ◆ July 8th Springhill North Albany benefits Honor Flight
- ◆ July 15th & 16th Cowboy Dinner Tree LaPine Or
- ◆ July 19-23 Valley Corvettes presents VetteFest 2023, Boise, Idaho Thu.-Sat.,
- ◆ July 20-22, 2023 - A couple of us are going over on the 19th.
- ◆ July 29th Brent Strohmeyer Memorial Car Show - (Sunrise Park Sublimity)
- ◆ August 5th Keizer Fest Parade
- ◆ August 26th Cruising McMinnville <https://www.cruisingmcminnville.com/>
- ◆ September 2nd Willamette Valley Street Rods. (Salem Riverfront)
- ◆ September 2nd Celebrate Millersburg Car Show
- ◆ September 14th Presidents run Columbia River Gorge
- ◆ September 15th-17th Corvettes on the Columbia (3 Rivers Corvette Club McCurly Chevy) \$225 event registration / Hotel extra
- ◆ September 17th & 18th Mt. Angel Oktoberfest – WVCA Sponsors a Trophy
- ◆ September 30th Portland Cars and Coffee CORVETTE Day.
- ◆ September 30th Club Picnic
- ◆ December 2nd Santa Cruise Stayton at Fire Hall, Breakfast
- ◆ NOTE** The A&W first and third Wednesday event is canceled till further notice

COMMITTEE REPORTS:

- ◆ SACC & AREA EVENTS: Cascade High School Car Show was outstanding, MAG Auction 236 cars

on auction block (Motorsport Auction Group)

- ◆ NWVCM Representative: Wayne Kreger – Mustang Car Club donated \$500 dollars to the Museum.
- ◆ Bowling Green Update: National Corvette Museum:
- ◆ Corvette Caravan to the NCM August 29-31, 2024.
- ◆ PNW Caravan August 22-28, 2024
- ◆ Car Show Committee - Glass on the Grass 55th Anniversary Bash June 17th, 2023
- ◆ Registration 71, registrations as of Sunday May 28th.
- ◆ Contract forwarded to Powerland, no response.
- ◆ Shirts are in.
- ◆ Awards are in.
- ◆ Double JJ BBQ, The snack truck,

I have created a manual process to register for the show. It is the same price as the online registration. Considering an 'Auto Corral' vehicle sales

A few vendors have been contacting me now.

Julie Schwerdt working on raffle baskets. Thanks to everyone who brought a Basket

Old Business: No Old Business

New Business: Name Tags to give out if you are here. Some on order.

Tech Time: Gary flew to Las Vegas to Drive Lambo and Ferrari. Couple people went to Indy Races. Dave got the Carpet for the C4.

Next Thursday Night 6:30 for onsite meeting, one week before the event. Kelly will be staying out at the car show night before.

Good of the Order: None

Corvette Trivia! 1 ticket each

(1) During 1986, General Motors acquired Group Lotus, the U.K. based engineering consulting and performance car manufacturing firm. The Corvette division approached Lotus with the idea of developing the world's fastest production car, to be based on the C4 generation Corvette.

With input from GM, Lotus designed a new engine to fit in place of the L98 V8 that was powering the standard C4. The result was what GM dubbed the LT5, an aluminum-block V-8 with the same bore centers as the L98, but with four overhead camshafts,

32 valves.

Lotus also designed a unique air management system for the engine to provide a wider power band by shutting off 8 of the 16 intake runners and fuel injectors when the engine was at part-throttle.

What Corvette Trim was this corvette ZR-1 a stellar 375 hp. Winner: John

(2) The original Sting Ray designs were partly taken from an actual Mako Shark caught by designer Bill Mitchell while deep-sea fishing. Winner: Julie

50/50 Drawing: \$54.00 to the club, \$29.00. to the winners

Winners Isaac Palmer and Pat Manrubia

ADJOURNMENT: 7:30



CASCADE CAR SHOW PIX

(Pix Cont page 9)



Mid Engine Monthly Update: What's New/Upcoming In The C8 World? (John Elegant: Mid EngineCorvetteForum.com)



ZR1 Info/Pictures: Being Tested

Thanks to CorvetteBlogger for the following picture, with more info and additional pictures at the link: bit.ly/431OC1h

While we cannot see much difference from the Z06 (same the rear wing, tire/wheels sizes), we do see that this new model will have different wheels. Speculation is that the ZR1 will be 850 hp & 825 lb/ft of torque and powered by the LT6 engine with twin turbos and will be called the LT7-we cannot wait to learn details! We anticipate the reveal will be next February with customer production starting sometime in the Summer 2024. As always, stay tuned for more details! However,

there is one enhancement the ZR1 will have that is revealed in the rendering below...

However, at least one media outlet's speculation (Muscle Cars and Trucks) is that it will have a cross-plane crankshaft instead of the howling 8,600 RPM flat plane crankshaft in the Z06. The cost to develop a new engine for this would be massively more than just a crankshaft change. Expect the cost to be in the hundreds of millions of dollars due to development costs and extensive testing to insure emissions and fuel economy targets. In the last year of the 2019 C7 ZR1, less than 3,000 built. During the last three years of the C6 ZR1s, less than 500 each were made each year. In my opinion, it is extremely difficult to justify the time and massive cost for a new ZR1 cross plane crank engine for less than 3,000 in annual sales. However, what if this new 5.5 cross plane crank engine were also being developed *without* twin turbos for the 2026 Stingray and later for the 2027 Grand Sport? Then, part of its development costs could be amortized over a much larger cross-section of new Corvette models. And *if* the next LS7 had a HP number starting with a "5," (even just 500 hp), who does not think a 500 HP engine sounds much better and more powerful than the current LT2's 495 HP? You'll also get better fuel economy and potentially better emissions with the 5.5L smaller engine as well. So, let's give kudos to MC&T for ferretting out this "likelihood possibility."



Also, many are confident that the ZR1 will have front-end downforce via frunk venting, similar to the Ferrari Pista. Here is a ZR1 rendering created by and thanks to PeterC-Pixels, as well as his thoughts on its other changes from the Z06: bit.ly/42frsG

Current 2023 Production Info:

It's great to see new 2023 order allocations for both the Stingray and the Z06 for May. We think there will be one more additional round of 2023 allocations for each — probably during the first half of June. The last day of the 2023 production year is September 1st.

2024 Production & Pricing Info

We still do not know pricing for the 2024 Stingray, nor the Z06, but anticipate that the earlier announced \$104,000 for the E-Ray will not change. We are expecting the official “Build and Price” programs for all three to open mid-July.

We also believe that pricing for the 2024 Stingray and Z06 will be announced in mid-July. Shortly therefore, we expect GM to release the first batch of 2024 allocations for all three models. While it was announced by Executive Chief Engineer, Tadge Juechter, at the NCM Bash in late April, E-Ray production will start in conjunction with Stingray and the Z06.

We all remember that GM always has a measured, slow ramp up for new models. And even when the first customer units come off the production line on-time, there is typically at least a two week hold on them before they are first released from the factory.

So, while timing is not yet known, I expect that while the first 2024 Stingrays and Z06 will be dealers arriving in late September or early October. Look for the first E-Rays in late October or even November of this year.

2024 Corvette Changes:

- 1) 3 new colors: Riptide Blue Metallic, Cacti, and Sea Wolf Gray Metallic
- 2) New design on 3LZ door interior for Stingray and E-Ray (but not 100% confirmed yet)
- 3) Soft close frunk
- 4) Added wheel choices
- 5) Clear engine cover for HTC
- 6) Stage 2 (Option “FA6) carbon fiber for 3LT (also awaiting confirmation)
- 7) Lane assist with lane departure warning
- 8) Automatic emergency braking
- 9) Forward collision alert
- 10) Front pedestrian braking
- 11) Following distance indicator
- 12) Automatic high beams
- 13) New stripes & stripe design (E-Ray to have

unique Electric Blue ones)

14) New drive mode change animations

15) Rear camera system on every trim level

2024 Model Year Introduction Schedule

2024 C8 Order Guide - July 10, 2023

2024 C8 Build and Price Tool - July 18, 2023

Start of 2024 C8 production - September 5, 2023

NCM Bash:

April's National Corvette Museum Bash was excellent! And not just to see new E-Rays in every color, not just great to talk with members of the Corvette team one-on-one, but to hear three fantastic seminars. They are all now on video, linked here:

Kai Spande's BGA Update: <https://youtu.be/4jDdDnIVmHU>

Cody Buckley's E-Ray Presentation: <https://youtu.be/XvCpuOsvhQs>

Tadge, and Harlan's C8 Update Seminar: <https://youtu.be/V7kLgfsUr6s>

In case you missed it, the Bash had one super special **CORVETTE TODAY** podcast show and YouTube video in which host Steve Garrett interviewed Tadge Juechter (Executive Chief Engineer), Harlan Charles (Brand Manager) and Josh Holder (Chief Engineer) together. The show and that video interview are here: bit.ly/3MGJrqi

There was also a fantastic Michelin Tire presentation on the new all-season E-Ray tire, a tire that will also match perfectly for Z06 use and has all-season capability (short of deep snow which now the E-Ray will provide with its AWD).

For those of us who want to extend our Z06 driving seasons, we are looking forward to that E-Ray all-season tire becoming available, which was shown during Dr. Jeff Anderson's NCM presentation. Dr. Jeff said to expect its availability for the Z06 about the time the first E-Rays are customer received (again happening around Fall 2023).

The Michelin NCM Bash is such a special annual event! Why do my wife and I drive all the way from Oregon each year to attend? The number one reason is seeing our Corvette friends again. This one, just like previous ones, we met and made new friends as well. But the icing on the cake for me is the approachability of the Corvette team members.

They're always outside by the display cars, hour after hour. Attendees go up and to talk to them and ask their individual questions. In fact, it's fun for me in a two-fold scenario. One is for those who are a bit reticent to walk up to Josh, Harlan or the other 30+ Corvette team members.

Many attendees ask me to make an initial intro for them (which I happily do and then quickly walking away because it is *the r* time with the Corvette team member).

And second, to stand back a few feet to listen to the questions and comments of others as they converse with Corvette team members. I am amazed at both the "newbie-ness" of some (yet the team members give them full welcoming respect for asking their questions, such as "how do I remove the coupe's top and store it"), as well as how smart so many Bash attendees are.

For example, one couple was engaged in a detailed engineering conversation with Chief Engineer Josh Holder about spring rates versus bushing hardness consequences on ride.

We already look forward to next year's NCM Bash. But in the interim, we see that Josh Holder will be making summer presentations on both the E-Ray and the Z06 at Bloomington Gold and Corvettes at Carlisle. Thanks for reading. As always, may you have many miles of driving smiles in your Corvette!

(Cont from p 11) There were some there that thought the only way to be cool was to make lots of noise and smoke, but the folks I talked to were real car folk. You are either a car person or you're not, and at this show and the one I attended at Woodburn Drag strip last week I found plenty of real car folk, and when you find those people you have friends for life.

I'm looking forward to our show, Glass on the Grass coming up REAL SOON, and I will have either Red or the car formerly known as the Amishvette polished up and ready to show. The best part though, will be talking to other Corvette owners and making new friends.

See you on the grass, Kent





RANDOM CORVETTE HISTORY THOUGHTS

By: Paul Ennor

It's June 2023. So many random thoughts are bouncing around in my head that I almost have writer's block. Where do I start? I guess it's best to start in the beginning. In Corvette land that would be June 30, 1953.

Seventy years ago on June 30th 1953 the very first Corvette ever built rolled out of a small cobbled together assembly line in the GM Tech Center in Flint Michigan. It would be a run of only 300 cars, but a decision made during that first production run to save time and money that still carry through to today's C8 Corvette.

That decision was to make the body from fiberglass. It wasn't a strategic decision. Fiberglass was chosen for the body simply because it could be turned out relatively quickly without the expensive tooling that would be required to use steel. Chevrolet wanted to get the first Vette out the door fast because the public had seen the original design as a Motorama show car a year earlier and GM as sure that they had a sales hit if they could beat Ford, Nash, Jaguar, and other post WWII car manufacturers to the punch.

So, Chevy pumped out 300 1953 Corvettes with little thought about what an American sports car should be. Just build it and the customers will buy it seemed to be the thinking at GM. To save even more time the GM Corvette design team took quite a few short cuts, like:

- * Using fiberglass for the body panels
- * Shortening a 1953 passenger car frame to mount the fiberglass body on
- * Using Chevy's tried and true 235c.i. six engine
- * Forgoing a standard transmission and using the production Power Glide automatic
- * Using only a soft top with side curtains and no roll-up windows
- * Offering one color only, white with red interior



Chevy sold or gave away 300 1953 models. Everyone loved the look.

But once people started driving the car the excitement started to wane. GM doubled down on the '53 Corvette. They built a real production line at the St. Lewis factory and moved into 1954 production with the car virtually unchanged except for offering different paint color options. 3640 '54 Corvettes were churned out of the Saint Lewis factory. The public was not impressed.

For \$2774 potential sports car buyers wanted more than good looks. They wanted a better driving experience. You see, GM still didn't have a V8 in 1954. Buyers thought that a sports car should have a clutch. Roll-up windows would be nice for that price too. So would a hard top or a soft top that didn't require an engineering degree to deploy. The '54 Vette was a sales bomb for Chevrolet.

I'll argue that it was Ford who saved the Corvette. How, you ask? In October of 1954 Ford entered the sports car market with the 1955 T-Bird. It had everything the Corvette lacked. It had a V8 engine, hard top option, roll-up windows a steel body, A 3-speed manual transmission. Chevy was left flat footed with what looked like antique technology. T-Bird sales sky rocketed while Corvette sales tanked. GM execs had a decision to make.

Chevy had a small block V8 ready for 1955 production so it was a natural decision to put it in the 1955 Corvette. But the St. Lewis factory was already invested in fiberglass body production with molds left from the '53/'54 models sitting ready. So, 1955 saw no body change from those first Vettes. The body would still be made of fiberglass. The '55 Vette just got a 265c.i. V8, transmission options and color options. Keeping the 6cyl was even an option for 1955 but few people chose it.

Of all the decisions made to get that first Corvette into dealerships in 1953 only the fiberglass body remains into today's C8 Corvette. Now you know why Corvettes are made from fiberglass.

Meanwhile here in Oregon during a June

Fifty-five years ago in June of 1968 a few Corvette owners in the Mid-Willamette Valley sat down with a beer in Albany Oregon and decided it might be fun to start a car club around their Corvettes. With the help and encouragement of Columbia Corvette Club from Portland, the Albany group drafted a constitution and by-Laws and started bi-monthly meetings as a sort of farm Club of the Portland club. They didn't have a sponsor. They called the club Willamette Valley Corvette Association. The group was small but dedicated. After a while Les Green, owner of Capitol Chevrolet in Salem got wind of the fledgling Corvette club in Albany. He contacted them and offered to sponsor the club if they would move their meetings to his dealership in Salem. That's when WVCA became a Salem club and stood on its own.

By the time you read this WVCA will be getting ready to host our Glass in the Grass #2. The clubs 55th anniversary celebration event.



CASCADE CAR SHOW PIX



C-5 CORNER BY KENT MUHLE **To show, or not to show?**

I miss the Amishvette. If you read the swill I pump out each month, you know that almost a year ago my partner in crime got hit by a moron in SE Portland. I'm still recovering, as is the Amishvette, but neither of us are going to be the same. As a result of my injuries, I won't be auto-crossing anymore, and my car wasn't and will never be set up for drag racing, so now what do I do? Repeated brain injuries that affect balance, vision and hearing aren't a good combination with a car that responds to every little input immediately and with aggression. I've decided that if I'm to continue enjoying ownership of such a weapon I'm going to have to back off the tuning, change the alignment to accommodate a more sedate driving style, and maybe enter the show world. To that end, the Amishvette is undergoing quite a transformation, with some custom bodywork, and a whole new color. It's gonna be striking, and will need a new name when completed!

As Paul alluded to a few months ago, he's a Harley Earl kind of guy, and I'm more of a Zora Arkus Duntov guy. He likes the looks first, and I like the performance first. The truth is more complex however, cuz I really do like the looks of the C5, but if it was just fast and nimble but ugly, I wouldn't own it. By the same token, a beautiful car that's a slug, is not a car I'd own either. I took Red (see last months column) to a few shows this week, today being the Cruise on Main in Vancouver. If you've not attended this event before, Vancouver's downtown becomes a rolling car show, with literally hundreds of cars ranging in style from bone-stock Model A's to C8's (saw three). There were 1965 to 2023 Mustangs, Mopars from old Valiants to new Hellcats, 60's Mini-Coopers, wagons, trucks, bikes, low-riders, and the obligatory contingent of ridiculous Ricers with huge exhausts and an inability to keep from putting them on the two-step and sounding like a crappy fireworks display.

Being more Zora than Harley, I tend toward purpose built rides, and the addition of flashing lights, fake tow hooks, big spoilers on cars that will NEVER use that down force etc. provide some comic relief. However now that I'm not going to need a purpose built performance car, I was checking out paint, detailing, engine compartment treatments and the like. I'm all about balance, and having a consistent theme with cars, and there were a few that really caught my eye. One of my favorites was a 69 Galaxie 500 convertible with a Boss 429 under the hood. It was about half a mile long, and had a custom dark blue metallic finish that was flawless!!

Then I met Linda, with a serious 2008 Supercharged 6 spd Mustang, the daughter of Bob Tindle, who created The Orange Crate in the 60's, the first car I fell in love with. Even built the Monogram model of it. Later I spoke with a guy that stuffed a 383 Tunnel ram motor in his Chevy Love pickup, and then with a kid that restored a 1968 Mini-Cooper S a few years back. I also ran into a guy that had a 59 Jeep cab over I had no idea even existed, and he decided to stuff a 350 Chevy in it because, why not?

All together, I spent 4 hours wandering around talking to folks who brought cars that interested me. (Cont p 8)

Disclaimer

C5 corner is based on my experience with my own car for over 12 years and 120,000 miles and counting. The length of each months column prevents me from going into as much detail as needed, so consider these episodes as simply an overview of what I've done. I will include average prices and names of places to get parts, but you should do your own research before attempting the changes I suggest. Your mileage may vary as they say, and not all recommendations I will make will work for everyone's style of driving. If you have any questions or need any help feel free to contact me. Modify at your own risk, and have fun.

2022-23 Standing Committees

Carousel III Glass on the Grass Car Show for 2023

Kelly Smothers (Chair)

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

Budget

Brent Wilson (Chair)

Activities

Shane Massey (chair)

Andrea Massey, Kelly Smothers, Joe & Pat Peters

Social Media Committee

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

Place
Stamp
Here

