



CORVETTE ASSOCIATION



GLASS SASS

VOLUME 46, ISSUE 11 NOVEMBER 2023



WVCA President
Kelly Smothers

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Greetings Veters.

The end of October brought on a new look for me, literally. As many know, I have a condition called partial aniridia, loss of part of the iris from cancer in 2007. This ‘absence’ for me was the removal of about one third of my iris. Except for a tiny bit of lost vision in my left eye, the only real noticeable issue is an extreme intolerance for sunlight (iris no longer functions as an iris should). Good thing we live in Oregon, huh?

Seventeen years later a company in Germany developed a completely hand-made artificial Iris. Now with FDA and health plan approval I went under the knife on the 19th of October. After a couple days of wearing a patch and a week of sick leave, I’m easing back into sitting in front of a computer all day. So far so good. Looking (pun intended) forward to having less sunlight sensitivity in the future.

Second piece of news. After quite a bit of weighing the pluses and minuses, I have sold the Black Pearl. A ‘13 GS with 28K miles. It was a fun project, but I was never really happy with it since I purchased it ‘online’. Watch this space in the next six months and see what Andrea I come up with next. That is all.

Jamilah Mooney was our Sponsor for Jacket night in October. We all met at the Brix Tavern in Keizer, and I will say it was a nice new venue. They went out of their way to make us feel ‘corvette owner’ special by creating a special menu for us. For November, Cathie and Larry Raaf are hosting us at The View at the McNary Golf Course. Looking forward to this one too.

Andrea decided to put out another ‘Presidents Run’ for October, for those that might have missed the one in September. The leaves were starting to turn, and there weren’t a lot of traveler’s on the road which made it that much more fun. This time, we did an extra stop, and after running the vettes through gate security we stopped at Bonneville dam for a quick driveby prior to going to lunch.

As the new year kicks off, we will be saying goodbye to a couple members. Dan and Jennifer Anderson have decided to not renew at this time, as well as Dan and Martha Motley. If you have decided to not renew at this time, make sure you let me or Brent Wilson know so we can make sure our rosters are updated. Hate to see you go, but, I’m sure you don’t want us to keep spamming you with all the fun we are having.

As of this writing, we have had 15 families pay their 2024 dues. Thank you for that. Below is a reminder our By-Laws. Please send in your dues.

Dues

A. 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**. New members are entitled to a name tag as part of their first-year membership dues.

- B. A family membership will be assessed \$50 annually.
- C. A single membership will be assessed \$35 annually.
- D. Charter members are exempt from the payment of dues.
- E. Membership dues are due on or before the October general meeting.
- F. If a member fails to pay dues within 30 days after the due date, that member will be dropped from the membership.
- G. Membership dues are not refundable.

Elected Board of directors are not required to pay dues during their tenure. (effective the following dues year after adoption)

Buzz Blogg is always looking for new worthy stories to add to the Glass Sass. So, if you have an interesting story, want to try your hand at creative writing or just want to blather like I seem to do some days. Your input is also greatly appreciated.

Drive safe and smart out there. #SaveTheWave

Kelly

???



August 2014 was the last time WVCA experienced what was named by others as Waynestock. Below is a brief of what is in the planning for a similar event next Summer.



On Friday June 14, 2024 we dig a hole and build a fire. We have at the top of that fire a couple good sized rump steaks that would provide a slice of beef for each participant. We will be at NW Car and Motorcycle Museum grounds for this two day function.

The afternoon of the 14th is a preparation time as explained above. The late morning into the afternoon of the 15th will be a time to retrieve the beef from the fire and unwrap the meat. Each of you that attend will get a slice of steak plus sides of food to fill a hungry stomach.

An accurate account of those attending will be necessary a couple weeks before June 14. A few of you will be needed to help build a fire and keep it going throughout the evening. The goal is to have a 4 foot deep hole with river rocks at the bottom and a fire that turns the edge of the hole a glowing red.

Others of you can help wrap the meat in heavy duty foil plus soaked burlap bags tied in chicken fence. A pole will placed the meat on the fire. As quickly as a crew can they will cover the red hot hole with a heavy steel plate and dirt . Once the chores are done, It is time to sit back and have a liquid refreshment.

In 12 to 14 hours the dirt is removed from the hole plus the steel plate. The wrapped meat is lifted and



placed on a table to be unwrapped. Once unwrapped, it will be sliced ready for your enjoyment.

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

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**WVCA
MEETING
MINUTES**

November 5th 2023

Meeting called to order 6:30 PM

6:30 PM CALL TO ORDER

President asked for a Dinner Count for Route 99 (18).

New Guests: Robert and Son from Newport Red 2023

Vote of New Members: Doug and Barbara Hunter
Unanimous vote Welcome

We now have 101 members in our club.

Approval of last month minutes:

The Minutes were distributed through the Glass Sass and hearing no correction were made and minutes were approved as published.

Birthdays for the Month:

Harriett Savage	11/02
Roger Burgess	11/04
Brenda Kirasich	11/07
Dana Malby	11/09
Joe Peters	11/20

Treasurer's Report

Balance in Checking	\$ 9,610.22
Petty Cash	\$ 405.50
Savings	\$8,314.60
(\$0.35INTEREST)	
TOTAL	\$18,330.32

Motion to accept the Treasurers Report: Paul and second Julie All in favor unanimous none opposed.

President's Report:

Bob - President for Holidays For Hero's They go out to stores that discount there items and purchase need clothing, etc.to give to the Veterans home. Army Columbia River Chapter. He will be trying to get with Bob for a photo op, he is very busy man.

Annual Budget:

To be presented in November to be voted on in December.

Public Service Announcement for Buzz:

If you have inkling to write and want to write an article for the Glass Sass maybe on your first Corvette, or something of interest give it a try and send it to Buzz to be included in the Glass Sass.

Vice Presidents report:

- **2 November - Toys for Santa Cruise need to be brought this night (@ Club Meeting)**
- 15 November Jacket Night at McNary Golf Course
- 2 December - Santa Cruise (looking for signups)
- 16 December - Christmas Dinner & Gift Exchange - No Jacket Night, in Ross Event Center December. –Gift exchange, Ornament made out of car parts, Ugly Sweater Contest. \$30.00
- We are taking names now for Jacket Night Hosts in 2024, so if you want to host a particular night, Contact Joe Peters.
- We are also taking Names for Monthly Cruises for '24, Let Joe Know if you want to lead a cruise to ????

Committee Reports:

SACC – Nothing

NWVCM – Wayne Picnic Barbecue

Beef or Pork Roast Digging a hole deep 15 square foot, 4 ½ feet deep Museum was very happy to join in.

Around June 15th

BYOB need extra insurance

Wayne will run

Bowling Green Updates – Pacific NW Caravan Group opened up a month ago

Old Business:

Name Tags

Hats and Shirts Joe has them

New Business:

New C8 out front and Joe and Pat have a new C8 a month ago.

Good of the order:

Tech Time: C5 owners drivers side headlight bussing. There is a proper gear replacement available.

Dorothy's Corvette is back to normal, fixed a lot of parts

Kelly's Black Pearl was sold last week

Good of the Order:

Dru was stopped because they couldn't see the stamp on the license plate. Donot cover the license plate with a plastic cover.

Triva:

What is considered the Poor mans Corvette – Opal GT Cathy

Feb 21 2021 what was the average age of a Corvette Owner? 61 Dru

What percent of corvette Buyers are Women? 18 Dr. Wilson

Adjourned

The annual Halloween Party was held at Route 99 on Saturday the 20th, and was a rousing success. The costumes were amazing as usual and the weather cooperated for the most part. There was an incident on I-5 which blocked traffic for a few hours, delaying about half of the attendees for a while but it all worked out. The food was great and the costumes were out of this world; lots of VERY creative folks, making it hard to pick a winner.

Thanks to all who organized it and participated; the rest of you missed a fun time!









Joe and Pat have some new wheels! They drove to Idaho over the weekend of the 20th, picked it up and drove it back to join the others, including their C-7. Nice car guys!!



Buzz Blogg has been a member since 2006 and has a 2017 Black Rose GS Roadster, and a 2020 C-8 roadster. Newsletter editor 2009-2018 Member of the Year 2012, 2016 & 2017



Brad & Kristi Rehm have a 2017 Black GS Coupe. They have been members since May 2022.



Roger & Maryann Burgess have a 2014 Limerock Green Roadster and have been members since 2006. Roger was 2015-16 VP



Paul Ennor has a 1982 Collector Edition Coupe and a 1973 454 Roadster and has been a member since 1973.



OWNERS AND THEIR CARS: We did this feature 10 years ago and since then the roster has completely changed, so for the next year or however long it takes, members will be highlighted with their cars so all members can get to know each other better. This is taken from the separate document Members and their cars. You can find it on our website along with other interesting stuff you did not know was there. Please submit photos of yourselves and your cars so we can include you.



Don & Sherry Chandler have a 2019 Torch Red Coupe and have been members since 2009. (Sherry Vice-President 2011 & President 2012-2015) Don Member of Year 2014



Gary and Linda Dental have lots of Corvettes! 1994 red coupe, 1966 black 427 coupe, 1965 nassau blue roadster, 1964 satin silver roadster, 1964 saddle tan coupe, 1959 white roadster and 1965 rally red coupe They have been members since 2011.



John and Della Edwards have a 2009 Cyber Grey Roadster and have been members since 2008 (Member of year 2010 and 2015).



Andrea and Kelly Smothers have a 2015 roadster and a '74 coupe. They have been members since 2019 and Kelly is President and Andrea is Treasurer





Stephen and Violet Sims have a black 2018 C7 GS coupe and have been members since 2020



Lucky & Claryce King have a 1968 International Blue Roadster and a 1978 Anniversary Coupe and are Charter Members (member-at-large 2012-15)



Wayne and Janet Kreger have a 2004 Medium Spiral Grey Coupe and have been members since 2007. (President 2011) (2011 President).



Brent and Kami Wilson have a 2003 Anniversary Edition Coupe. They have been members since 2020.





Mid Engine Monthly C8 News: What We Know; What We Still Do Not

John Elegant, MidEngineCorvetteForum.com

New C8 Stingrays' Legitimately Below MSRP:

When the new C8 Corvette was revealed on July 18th, 2019, we literally read the next day on Facebook sites and another social media that "you wait...by next Spring (Spring, 2020), they will be discounting C8 Stingrays." We, who know the real world of Corvette, knew that this statement was erroneous due to such factors as the C8 Stingray doing 0-60 MPH in just under 3.0 seconds, it's gorgeous looks, and its \$59,995 MSRP. We even heard it stated over and over right through the entire 2023 model year.

But now, in the 5th model year, we now have VERIFIED SALES of new C8 Stingrays being offered below MSRP! Of course, there are extenuating circumstances, starting with 1) a C8 Corvette being sold by a Montana dealer that sells very few Corvettes annually and 2) snow has already fallen where this dealer is. But at least discounted pricing might be evident for the first time during the C8 generation.

ZR1 Is Out In Full Glory At The Nurburgring:

Abandoning its double thick black camo to get realistic testing and development at the Nurburgring at track speeds, we have this single-layer, vinyl thin camo picture. We also have many more pictures of it on the 'Ring track, ZR1 sounds video and more at these two separate links: [*https://bit.ly/45GUze8](https://bit.ly/45GUze8); [*https://bit.ly/3S636UZ](https://bit.ly/3S636UZ)

Extensive discussions as to whether the ZR1 would be turbo-powered based on the flat plate LT6 or whether it is the cross-plane crankshaft LT2 continue. Is it a 5.5L or a 6.2L engine? While most are sure it would be twin turbo'd, even that is being debated by some. However, no one doubts the ZR1 will have at least 800+ HP and 800 lb/ft of torque. What a beast it will be!

One sad note (at least to the best of our ability to tell now), is that it doesn't have active aero.

To take off its last layer of camouflage, we thank Peter Chillelli @ FastPixels for this rendering.

But the ZR1 debate does not stop there...we have two strong opposing points of view on another major issue, (i.e., would it first appear as a 2025 model, or a 2026 model)?



The Strike:

While many of us thought that the UAW strike would be fully resolved by now, as of the last week of October we are thankful that the Bowling Green Assembly Plant has escaped any direct consequences so far. We still hear daily rumors that it is close to being resolved. We did however, get a really positive result when the major automotive union in Canada, called "UNIFOR," settled with GM completely by having its workers ratify the proposed contract changes by a whopping 80.5% approval rate.



Good news is that the UAW leadership recommended approval for Ford's 25% pay raise (with other benefits) and on Oct 29th, the Ford UAW employees took a formal vote – we hope ratifying it. GM and Stellantis have allegedly matched the 25% raise offered (again with additional benefit provisions) and by the time you read this all of us hope the strike has officially ended – especially thankful that Bowling Green never got effected.

C8 Pricing Increases:

Quite a few increases were announced on October 2nd, including a \$2,000 price hike for every C8 model, raising the price for the engine appearance package by \$600, full length stripes by \$200, and the further increase of the delivery freight charge by an additional \$100 (over the \$200 increase announced two months ago). However, if your placed order was already at status 2000+ effective before that date, you could possibly escape the latest round of increases. You would need to discuss this with your dealer (for GM gives its dealers the final decision on whether to price protect when there are pricing increases). Leading the way are MacMulkin, Criswell, and Ciocca Chevrolet, who have already announced they will price protect October 2nd orders with status 2000+.

Did GM Deliver A Record 53,808 or more Corvettes during the 2023 model year?

Ask Tadge...during his drive with Jay Leno in the E-Ray on "Jay Leno's Garage", he stated that 2023 might be a record. But many still undelivered 2023 Z06's are in the back lot of BGA awaiting missing parts. The final tally on 2023 total production might not be out until around Thanksgiving. GM has been adding those parts to what originally were as many 1,100 Corvettes on hold there. They have been slowing retrofitting and releasing them. Sources say the daily retrofitted and then shipped Corvettes are less than 20 per day. Even though 2023 was a lengthened production year, this is the second highest year of production ever, with over 53,000 C8's assembled. Previous year's C8 annual production average was 24,250. We also heard Corvette Brand Manager, Harlan Charles, say at the NCM Bash that 2023 will be a 50,000+ unit year. So, no matter what the final tally is, whether it is a few short or a few over the 1979 record 53,807 Corvettes produced, KUDOS to BGA for a massive amount of C8's made in 2023. Re 2024 production, as of the end of October, about 4,200 Stingrays and 1,150 Z06's were made.

What The Heck Does "Build Shy" Mean?

It is the newest "hot phrase" describing not just BGA producing Corvettes, but also what is happening at quite a few other major brands this year. While this is not a new term to any manufacturer, the pressure to make more vehicles in our parts supply chain challenged world has made that phrase more and more relevant. It refers to when a manufacturer starts an item...here, a vehicle down the production line with that factory *knowing* it is going to have one or more parts not available during assembly. They already know that that part (or parts) is going to have to be added to the vehicle after it is driven off the line.

Of course, build-shy parts are not those that would be prohibitively difficult nor costly to install later, such as an engine, cabin carpeting (which goes under the seats). But instead, something that is relatively quick and easy to later put onto the vehicle while it is parked outside in the lot. Remember last year, when Ford had thousands of F150's parked, awaiting their build shy outside, exterior, oval emblems? There were up to 925 Z06's that were sent down the assembly line since August 8th. Other build-shy C8's, including Stingrays, have occurred. But never to the number and to the length of time that have been MIA, like the last three months on Z06's.

Unfortunately, this is now happening at BGA. Imagine again you are a Z06 customer whose 2023 order got officially accepted to status 3000 in July and built the month after. Yet, day after day, you cannot learn when it is going to be shipped to you. But you are seeing the first of the 2024's being delivered to their customers... not a good situation for either the customer -- nor for the dealer nor for the OEM.

2024 C8's Are Rolling Out:

On September 29th, the first 2024 Stingray, VIN # 001 was delivered at the National Corvette Museum. [Quote=CorvetteBlogger] The happy new owner said, "The new Corvette is an amazing car and I'm most excited to get out and enjoy a drive. Our 2019 was a special car as that was a gift from my wife Missy. But to have a VIN #001 car and take delivery at the National Corvette Museum makes this my dream Corvette." By the time you read this information, over 3,500 2024 Stingray's and over 700 2024 Z06's will have already been made.



E-Ray Media Testing Embargo Ended October 13th:

To avoid the need for one to scamper around the internet trying to find the many articles and YouTube videos about the E-Ray, here is your summary thread, listing 20+ videos and key automobile media E-Ray re-views: <https://bit.ly/3QrrT13>

What is missing is the most requested one, which is a scientific on-track comparison of the E-Ray versus the Z06., (i.e., which one crossed the finish line first)? For those of you who are still on the fence as to which one to get and want to know how is the E-Ray does on track versus the Z06, the results are in. Those already with a Z06 are cheering on the Z06 due to its lesser weight-the Z06 won the track lap comparison. As a neutral third party commented wistfully stated, "why can't we all stand back and celebrate all three phenomenal C8's...the Stingray, the Z06, and the E-Ray? All three are terrific Corvettes in their own way!" So true - if only human nature would be positive for everyone all of the time...

Thanks for reading. Regardless of where you live weather-wise, enjoy more drives in your Corvette this month and next. May your upcoming holiday season be joyful and safe!

John Elegant

MidEngineCorvetteForum.com



C-5 CORNER BY KENT MUHLE

I just won the lottery!!

Truthfully, ya gotta play to win, and I don't play. However if I did, what cars would I buy? Thinking practically, the most useful vehicle would be an SUV, and there are lots of choices out there but I'd probably end up with a Track Hawk, cuz, why not? Actually that would make a great daily driver, so now what do I buy for fun? Corvettes of course! If I just got handed half a billion dollars for my winning ticket, I'd have to have one of each generation, but which one, and why?

My favorite C1 is the 1957, for it's simple styling and the fact that it's the first 283 fuelie with a 4-speed. It was also the first year Chevrolet made 1 HP per cube. Make mine silver with the red interior.

When I was in High School, a friend of mine bought a 65 coupe with the 327 fuelie, solid lifters and 375 HP. Coupled with the 4 spd and 4:11 gears that car changed my life! I owned a 1970 Road Runner and thought it was pretty fast with it's 383 automatic and 3:90 gears. I took a ride in his car one night and he speed shifted the thing through all 4 gears! It made my Road Runner seem slow and I had to have three pedals from that point on! So which C2 would I choose? I just won the lottery remember, It's gotta be a 67 L88 convertible in Red with the black hood scoop and black interior. One sold in 2013 for 3.2 million dollars, so it's definitely in my price range.

I was 12 when the C3 came out, and built one of the first Monogram 1/24th scale models of it. I painted it blue, and it was beautiful. In the late 70's there was a black 69 427 4spd coupe with Cragars and those gorgeous chrome Hooker side pipes that lived at my

apartment complex. That car sounded AMAZING!. Give me that car, but of course make it an L88. Now that I think about it, I can afford a ZL1, but since there were only 2 made that's a long shot. Even for a lottery winner.

The C4 was a huge leap for Corvette, and although they kinda resemble a doorstop, I like the styling, and think it holds up well. I'll take a 1988 Callaway Sledgehammer please, and with it's almost 900 HP and 254 MPH top speed, I don't care what color it is but Silver with a black interior would be sweet.

C5's are comfortable, fast, and the last Corvette with flip up headlights. I'm not a fan of convertibles, or FRC's, so a 2002 Manual trans Z51 Coupe in Electron Blue would be my choice. Not being one to leave stuff alone, I'd drop a 530 HP LS3 in the thing, and beef up the rest to handle it.

My least favorite generation is the C6, but a Callaway SC606 would be a nice piece. ZR1 performance with a removable top? Yes please.

C7's are great cars, and the last front engined Corvette. I love the wide bodies, but since I've got so much coin, I'd go straight for the mighty ZR1. In black, with black wheels and black interior. Absolutely sinister!

So do I just go ahead and get a C8 Z06, or wait until the Zora shows up. Let's buy the Z06 and trade it when the time comes.

I'd love to hear your favorites and why, so send me an email and I'll include your choices next month. Until then, I've got some lottery tickets to buy.

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.



THINKING ABOUT COLORS

By: Paul Ennor

Have you ever been asked, “What’s your favorite color”? I’m sure we all have. I find it difficult to answer that question myself because it depends on context. Are you talking about my favorite Crayola color, my favorite color in nature or my favorite car color? I like vibrant colors, Red roses, Blue sky on a summer day, the oranges and yellows of fall trees and the bright greens of fresh spring foliage. But when it comes to car colors, I have definite preferences. I love a shiny metallic medium blue car but really dark blues don’t really excite me. I know, that’s odd, right? On the other hand, for some reason a bright red is my favorite on a

Corvette but not on an SUV, whereas a dark red on a pickup or SUV really looks great to me but a bright red on that same vehicle seems like too much. My first Corvette was red and it just seemed like that Vette was designed to be red. Lately, I find that I’m drawn to dark green or almost candy apple green as a car color that looks good to my eye. Perhaps it’s because there are so few green cars on the road these days. I’m disappointed that Chevy has gotten away from offering green as an option on any of its vehicles. I wonder why. I find that uncommon colors catch my eye too. Metallic orange, even yellows if they aren’t school bus yellow can catch my eye.



Looking at the “most popular Corvette colors by generation caused me to pause and think a bit. Two of my favorite colors are there; Red and medium blue. But there are five examples of what I call “non-colors.” White, black, and the mixture of those, grey and silver. I know, the first Vette was white. But gee whiz, how did it stay popular so long? When I worked for the State of Oregon every motor pool car was vanilla white. **Boring!** And black? Model-T Fords were black only. Talk about a nothing paint color. And just try to keep a black car looking good. It seems like they come from the factory dirty. Every spec of dust is attracted to black. “No Thank You”!

So let me ask you a question that would probably be better asked in a Facebook post. When you were shopping for your Corvette(s) was color important in deciding which Vette to buy? As important as color was to my decision, I must admit that the two Vettes in my garage are compromise color choices. Way back in 1973 I ordered a new 73 roadster in medium blue, but because of a factory strike in 1973, GM never built the Vette I wanted so I settled for the dealers red roadster demo and I’m glad I did. Then in 2011 after a stroke left my left leg weak and not able to comfortably operate a clutch, I went searching for a Vette with an automatic that I could drive more easily. I demanded a color. Not black, white or silver/grey. When I found an 82 Collectors Edition I settled for it in spite of the beige color. It’s still not my favorite but it is different and easy to keep looking clean because it’s the color of dust already. If I won the lottery I would go shopping for another Corvette in a “real color.” There are eight generations to choose from with a ton of color choices in each generation. I think I would still gravitate to a red Corvette but I would never buy a white, black, silver or grey one no matter how good of a deal it was. Oh, and I would never own a Vette or any

other car with black wheels. Those just remind me of 1950’s base model police cruiser wheels. If any car came with black wheels my first stop would be at Les Schwab to replace them with some good looking wheels. But this is another subject for conversation that I will not delve into further here.

2024-25 Standing Committees

Carousel III Glass on the Grass Car Show for 2025

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, Buzz Blogg, Chris Roethlin, and organizer Extraordinaire Kent Muhle.

Budget

Brent Wilson (Chair)

Activities

Joe Peters (chair)

Kelly Smothers, Joe & Pat Peters

Social Media Committee

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**Place
Stamp
Here**

