



CORVETTE ASSOCIATION

GLASS SASS



VOLUME 46, ISSUE 12 DECEMBER 2023



WVCA President
Kelly Smothers

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Greetings Veters.

As Winter closes in, so do the long dark, rainy, foggy days and nights. Take calciferol, that's vitamin D, my friends here in the great Pacific Northwest and or let your light shine. Not my favorite season for sure.

When I was younger, I loved the snow, skied every mountain in the region, and had climbed most of them. Fall is probably my favorite time of year, well, except for the leaves part. I round up somewhere in the neighborhood of 30 cubic yards of leaves every year from our front yard. Maybe a little more. That's a lot of leaf blowing (thanks Andrea) and hours on the tractor with a 'leaf vacuum'. Hopefully they'll stop coming down soon.

Well, if you go this far as part of this month's diatribe, thanks. Andrea and I have been busy looking over the 'internets' trying to find that 'perfect' future corvette project. We even drove down to Eugene to look at a 'Wil Cooksey' edition Z06. I want to publicly thank Stan Czerniak for running over to the dealer for me and doing an awesome inspection on the car prior to us making that 2 hour drive down to look it over a little closer. Thank you, good Sir. I'll be honest, I wasn't even tracking that Chevrolet mad special edition C6s. They were:

1. Victory Edition Corvette: 250 units were made for European consumers
2. 2008 - C6 Corvette Z06 427 Limited Edition: 505 units Wil Cooksey
3. 2007 Indianapolis 500 pace cars: 500 units were made (#11 on door)
4. ZR1 60th Anniversary: 138 units were made

Between Stan's awesome review of the car, and us putting it up on the rack and going over it with a fine-tooth comb, (looking to buy it as a collector car) we decided not to purchase it. Too many mods, and a bit of an oil leak around the torque tube.

A torque tube is a tubular member that encases the propeller shaft and is integral to the torque transmission system. It connects the rear axle casing to the frame and plays a pivotal role in absorbing the torque reaction while maintaining the alignment of the bevel pinion shaft. The purpose of a torque tube is to hold the rear end in place during acceleration and braking. Which is a good idea in a Z06. ;)

Right now, that is what I'm looking for, probably a 2010-2013 Z06. Honestly, it is absolutely my personal preference, but I just love its lines and styling. I won't say that we haven't been looking at C7 GSs and Z06s though. For me it will come down to colors and overall condition of the paint, interior and mechanicals. It's always fun to be on the hunt, and well, Andrea and I like to play the game together, so there is that plus. Let me give you an idea how some of our evenings go. **(continued on page 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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WVCA MEETING MINUTES

December 5th 2023

Meeting called to order 6:30 PM

The meeting begins with greetings and announcements, including birthday wishes for several members with December birthdays. There's a light-hearted comment about buying presents for those with birthdays near Christmas. Someone, possibly the meeting organizer, acknowledges a new helper named Dorothy Ezell for assisting with organizing birthdays and social media posts.

The meeting then moves to business matters. The treasurer presents a report detailing the club's finances, including current funds in different accounts. There's a vote to accept the treasurer's report, which passes without opposition, though there's a playful remark from one member.

Next on the agenda is the approval of the club's budget. A young member, likely Dr. Wilson, presents the proposed budget, highlighting that the club generally doesn't spend its entire budget and adds an activities line item to reduce frequent returns for approval. The budget committee proposes a deficit spending budget, citing past unspent budget allocations. There's a motion to accept the budget, which passes.

The discussion then continues with details about the club's activities, expenses, and plans for future events, possibly related to a car show and t-shirt sales. Amidst the discussion, there are playful interjections and remarks among the attendees, creating a light and friendly atmosphere.

In summary, the meeting covered birthday wishes, financial reports, approval of the budget, and discussions about the club's activities and future. The tone of the meeting seems amicable and engaging, with members participating in discussions and decisions about the club's affairs.

Meeting introductions and administrative announcements. Welcome to Alex Jeanette. Pat Peters brought Cookies for the Birthday folks. Kelly read the birthday list for December.

Dorothy, Ezell has agreed to help Kelly with Facebook Birthday notices.

Last month's meeting minutes were approved. Brent Wilson, Treasurer provided the budget today as well as introduced voting to approve FY24 budget. Motions were made, and seconded, Motion Passed.

Treasurer's report: we have in checking \$9659.58. Petty cash, \$351.50 and in savings, \$8454.24

Dues are now due. \$50 per family, \$35 for a single, if you're not sure whether you paid, I have the up-to-date list. If you sent a check into the PO box, if it arrived before four days ago. I had it and it's been deposited.

President's report: I really don't have a whole lot this month. We did receive some thank you notes from Liberty House, the museum and holiday for hero's programs for our donations from the car show.

We have a few members that are not renewing in '24. Jerry and Terry Mannes and Al and Pat Manrubia.

VP Joe Peters report: So Santa Cruz was last Saturday, which was a great deal. Lots of toys were given out. There were 140 cars there, 14 of which were our Corvettes. We had 16 members, 14 Corvettes. It rained. None of them melted. We got to drive them all the way and yes, I did drive one and it didn't melt either. And I'm really proud of the folks that showed up because every year Willamette Valley Street Rods took first place. We had 16 members. They had 44.

We were second by one car. Good thing I did drive that car. So, but that was good. Ok. 16th of December 4 o'clock, Roth's Event Center for Christmas Party.

There's not going to be a jacket night this month because of the Christmas party. So we're all going to go to the Christmas party, which will be fun.

The 19th through the 20th of January 6 to 9 on Friday, 9 to 6 on Saturday, which is the Winter Rod and Speed Show at Linn County Fair and Expo Center in Albany. That's always kind of a fun event to go to. I know we get kind of tired of the cars just sitting in the garage. If it's nice, it might be fun to drive one down there if it's not. We've been taking names for jacket nights for 2024. Believe it or not, there's only July, September, October, November and maybe December are still available.

We're also taking names for monthly cruises for next year as well. I don't see anybody wants to do that today, but when the weather gets nice, it's always a lot more fun. The cherry blossom cruise will be in April.

Committee reports: June 15th picnic, Wayne Kreger leading. Joe, has some shirts and hats, for sale. Polo shirts are 28. The hats are 18.

Kelly on Christmas party, December 16th, we have 55 paid people for that event. And, uh, that's pretty cool. We have 55 paid. That's the biggest I think I've ever seen for a Christmas event. Andrea and I have been all over, looking for, what we're going to do for our Christmas ornaments (car part themed for your Christmas ornament). Plus, we have the gift exchange. Oh, and the reason she's smiling is: I think she bought me an ugly sweater. I'm not a very classy dresser anyway. Andrea commented on times and that she would send out an email.

Kristi commented, "I want to say thank you to Andrea because her update newsletter emails that come with the big yellow, they're easy to find. They're easy to read. A thumbs up. And I think she does a fabulous job. Way to go."

Tech Time, Kelly is planning on replacing Sid Wells C6 headlight covers.

50/50 drawing:

Question number one: Who wanted to make the Corvette mid engine and left the company to make his own car that was mid engine and named it after himself. John DeLorean.

Question number two. First Corvette with disc brakes. Four wheel disc brakes became standard in 1965. First Corvette with Tee Tops 68. Yes. 68 to 82 had T tops.

We're drawing a number. Kelly & Barbara Hunter. Adjourned to Route 99 for Dinner. All right. Thank you everybody. And again, Merry Christmas from us to you. Yeah, thanks. Richard. We'll see you guys soon.

Footnote: We are trying a different format for meeting notes this month to see if it works better than what we have been doing. Email Kelly with your take on the format and/or suggestions.



The annual Stayton Christmas toy drive was a huge success, even though the weather was not cooperating. There was a good breakfast for the hundreds of people who attended, and WCA took a 2nd place trophy for club participation with great participation on our part, considering the weather.





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Mid Engine Monthly Update: C8 News

John Elegant, MidEngineCorvetteForum

The Biggest And Most Important News

The UAW strike is settled! While 80% of Ford's UAW workers said "yes" to the contract and 65% of Stellantis' workers approved the contract, General Motors UAW workers approved the contract by only 54.7%. Thankfully all three contracts became "a win is a win" scenario.

Classy Corvette Art

Sometimes in perfect rhythm with the season, an option for delightful Corvette wall art appears. My wonderful wife asked me if she could to put ours in our great room. Found at: www.classycorvetteart.com. Not just an ordinary painting but one made of a special kind of glass that makes it so alive, way more so when the sun shines on it. There are seven C8 art options. Here's just one (of course here shown on regular paper not on their special glass. <https://bit.ly/49OIsiv>



ZR1 News

Last month, the ZR1 was seen testing at the Nurburgring in Germany. While we were so excited to see pictures and videos, it resulted in two major questions remaining ...if the ZR1 has active aero, which appeared to be settled with many close-up spy photos that showed no active aero on the rear wing. However, would there be active aero components at the front of the ZR1? Here is what this front active aero

patent could be based on: <https://bit.ly/47uPoQ8>

The next hot ZR1 issue that remained unresolved is what kind of engine would it have? Some concluded that the ZR1's engine would be a 5.5L flat plane crank. Others were just as adamant that the ZR1 would have a 6.2L engine with a cross-plane crank. One observer came to a different

conclusion, saying the ZR1 it would be a 6.6L engine. Then, someone found this accidentally-leaked on a GM website...it specifically stated that the ZR1 engine would be a LT7 turbo engine. Here is that exact screen finding: <https://bit.ly/3Rggipa>.

However, but not surprising...the day after this inside GM site was screen captured with the link, GM took it down.

Issues With BGA Transferring “Completed” C8’s To Their Customers

Recently, there have been two major C8 production issues. As a result, the Corvette manufacturing process is not going as expeditiously as it should. This has been going on for 4 months. This has created angst among C8 buyers who have already had their car built, but have not had their cars delivered to them.

Over 100 completed C8’s were moved from the Bowling Green Assembly plant to Michigan for “repair.” What needs fixing is not yet officially known, even five weeks after the first ones were shipped. Despite the many efforts to contact GM to identify the cause for this, we believe these Corvettes are having their Dual Clutch Transmissions replaced. We do not have confirmation of this. We will be glad when GM eventually fixes them, meeting 100% of all their C8 minimum production standards before finally getting them to their customers. Some of these vehicles were and are still subject to two major questions:

1. Some completed C8’s are supposed to be transported from BGA directly to the National Corvette Museum for a Museum Delivery. Their “soon owners”, have already paid for them in full, including taxes, tags and license fees. They have also purchased insurance. As a result, their GM warranties and their extra purchase warranties have already started. Yet, no one has their car!

Compounding this issue is the fact that these cars were taken out-of-state without their owner’s permission. Several C8 owners have contacted GM repeatedly, asking “what is wrong with my car and when will it be returned to me?” Affected owners are obviously quite concerned and very unhappy. Here is a 15,000 post thread with much more information about this yet-solved issue: <https://bit.ly/3SX29yt>

2. The second unpleasant situation is that hundreds of “Build Shy” C8’s were still sitting at BGA in two back lots without owners being told why. For those not familiar with the term “Build Shy,” it refers to a vehicle that starts down the assembly line with BGA staff knowing that when it comes off the line, it would be missing one or more of its parts. Some missing components include ordered wheels, standard emblems, and even missing their “quarters” (an industry term meaning “fenders”). While GM is working on eliminating this major backlog, there are still over 500 “Build Shy” Corvettes at BGA. <https://bit.ly/3SX29yt>

Z06 Great Performance and New Info Reported

Corvette’s Chief Engineer, Josh Holder, discusses, in detail, Z06 thermal control management: <https://bit.ly/49QvHns>

Then, we delightfully experienced a glowing review of the Z06 on the track by *MotorTrend*’s Johnny Lieberman. Johnny is never hesitant to point out a vehicle’s weakness. But this video review was effusive in its Z06 praise while he was putting the Z06 through its paces on a racetrack. <https://bit.ly/49RCjlt>

Lastly, speaking of great Z06 performance, in a 0-150-0 test conducted by *Car and Driver* magazine, the Z06 was compared to several other super cars. The Z06 was beaten by only one competitor...by the \$230,000 MSP Porsche 911 Turbo S. The Z06 however beat the Porsche GT3 RS, which also starts at twice the Z06's MSRP. It beat the GT3 RS by 1.9 seconds! Here's more detailed information including a precise video: <https://bit.ly/3RfexIY>

Also, the 2024 Owners Manual is now on-line here: <https://bit.ly/47tjvaQ>

E-Ray News

E-Ray production has been delayed again. The only E-Ray specific material is online, which is the 2024 owner's manual. See it here: <https://bit.ly/3Gdlzb5>

GM stated, in writing, that E-Ray customer production would originally start on October 19th. Then we learned that start of customer production was *tentatively* scheduled the week of December 4th – which progressively moved further out to January 1st, January 8th, or January 15th. The amount of allocation for the E-Ray has been extremely small, e.g., the top three dealerships, which historically have gotten about 10% of total model allocations year after year, got a total of only 16 E-Rays in October allocation ordering cycle and only 16 E-Rays in November.. Expect a very, very slow E-Ray customer production roll-out.

Corvette Racing and Z06 GT3.R News

It's always exciting to see the new Z06 GT3.R progressing to the race track. Now several teams are taking delivery of the first Z06 GT3.R's. The first cars went to AWA rac-

ing. The Rolex 24 in Daytona is when we expect the GT3.R's first public racing appearance on January 25-28th:

<https://bit.ly/46Drgda>

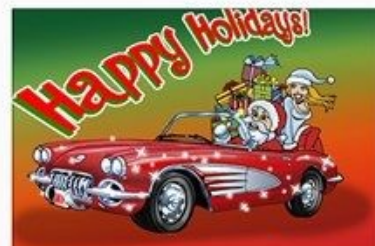


Upcoming C8 Allocation Dates/Processes

For 2024 models, there is only one allocation cycle in December, which includes December 14th and December 21st. We do not have any confirmation whether the two-Thursday December cycles will be for Stingray, E-Ray or Z06's. We suspect that each model would get some allocation this month.

For January allocations, dealers will be told how many they will get on January 18th, and January 25th. They would be told allocation specifics, including constraints. Estimated production times for that January 25th order cycle would most likely be going down the assembly line March — or perhaps early April.

May the holidays be wonderful for you! Even for those living in cooler climates, may you get a rare day to get out and drive your Corvette! Thanks for reading. John





C-5 CORNER BY KENT MUHLE

C5 Corner

If I could have only one Corvette!!

Last month I won the lottery (in my mind) and spent a huge amount of my winnings on my favorite Corvette from each generation. This month I'm gonna narrow my focus to design the one car that would do it all for me. One that I wouldn't mind driving in the rain, or taking for a trip to the grocery store. I'm not interested in a rare car that I wouldn't want to use all the time, I want a driver. Here's the breakdown of what I'm looking for in the ultimate Corvette.

It's gotta be beautiful! There's a quote that makes the rounds every so often, that says "If you don't look back at your car after you've parked it, you bought the wrong car."

It's gotta be powerful!! For me, beauty is nothing if it doesn't perform. I'm a firm believer in the notion that you can never have too much power, just not enough traction. Having said that, a 700HP NA motor with a nasty sounding cam and an exhaust system to show it off would be plenty for my needs.

It has to corner and brake hard enough to cause vertigo. A Corvette is a sports car, not a muscle car, and after accelerating down a long straight I want to be able to slam on the brakes and take the next corner with the same kind of G-forces experienced off the line.

While blasting down the highway the car has to be comfortable. Driving position is everything, with all three pedals properly placed for heel and toe work, and the shifter reachable with just a drop of the hand.

I need seats that not only have adjustability and some padding, but also hold me in place while I'm zipping around 25 MPH corners at more than double the posted speed. Good heat, good A/C, plenty of heat and sound insulation, and good tunes round out my ideal cockpit.

My perfect Corvette has to be reliable! A fun car that is temperamental and might leave you stranded is no longer fun to me, and with today's technology there is no excuse for not having both reliability and massive performance. I want to be able to carve up the competition on a road course, autocross or drag-strip, and then drive safely home in rush hour traffic in August without overheating.

Last but not least, my dream Corvette has to be unique. Not in an "in your face" way, but clean, subtle, classy and muscular.

I guess the simple way out would be to get a C7 ZR1 and personalize it, but those cars are probably the only Corvettes built in this century that will continue to increase in value. Besides, that would be too easy! A C8 Z06 would also tick all the boxes, but I want something more unique, and there is just something satisfying about effectively using pedals and levers to control a well-sorted vehicle.

Going over my list, it's clear that I'm gonna have to go the Resto-Mod route, so next month I'll lay out my plans for building my ultimate Corvette. While there will be an extensive list of parts, the two major components I'll start with are a 68 to 72 body screwed down on an Art Morrison chassis

Until next month, drive safely.
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.



HERE'S HOW I GOT INTO CORVETTES

By: Paul Ennor

Editor Buzz suggested he would like me to write about how I became a Corvette owner. So, despite my aversion to boring the 3 or 4 readers of this column with my personal stories, I will take our editors

assignment and run with it. Maybe a long story but here goes:

Some of you know that I have been in this club for a half a century. Yes really! Fifty years! I joined WVCA in June of 1973. I had a life before WVCA and that will be what I'm going to tell you about now.

I am a Salem native, born in the Salem Memorial Hospital on May 16, 1948. My first car ride was in the 1946 Hudson my folks took me home in. Skipping forward... I grew up in rural West Salem and I never left. I still live in the house my folks built by themselves from 1949 to 1954 having purchased it from mom after dad suffered a debilitating stroke in the 1980's.



My first car was given to me by a neighbor. It was a 57 Simca that he had taken the transmission out of to put in his Simca. Dad and I pushed it home after rolling back on its wheels because, you see, it was on its side in a horse pasture when it

was given to me. Every boy must start somewhere, right? With a \$40 junk yard transmission I got it moving under its own power. I was 15 years old, didn't have a drivers license yet but I had my first car. It had a 40HP four cylinder engine and a four-



on-the-tree. It looked like, uh, well, it looked like it came from a horse pasture because it did. I got my learners permit and learned to drive in

dads 54 Chevy 4-door sedan. Meanwhile I also learned how to use Bondo

and a paint gun. I was working part time and summers at a mink farm down the road and saved my 75-cents an hour wage to buy paint. So, when I was 15-years-old I learned how to paint a car.

I painted that old Simca, put slip-on vinyl seat covers which got the car at least looking presentable. I got my drivers license on or around my 16th birthday and drove that car to high school and my new part time job in town until the summer of my Junior year when mechanical problems made it expensive to keep it running. I somehow sold it, took the money plus a bit more and went car shopping. No, not for a Corvette. I don't think I even knew what Vettes were about at that time, except that one kid in my class had a new blue 66 Corvette roadster that his father bought him for his 16th birthday. He lived in a different world than I did. I prowled used car lots in Salem looking for what I wanted. I wanted either a 53 Studebaker or a 59 Plymouth. Stop laughing!



When I found a car that both Dad and I could live with it was a 1958 Chevy Delray 2-door six cylinder with a 3 on the tree. It cost me \$199. Once again, I had a car that needed a little cosmetic TLC. A summer of sanding, Bondo and another DIY paint job and that 58 didn't look too bad at all. It was no hot rod but it took me places and I didn't get



scoffing comments at Bob's drive-in on the gut. I drove the 58 through the much of my senior year until the motor started to burn a lot of oil. I figured out why it was so cheap on the used car lot. It looked good so I had no trouble selling it. So once again I was looking for a dependable ride to take me



to community college the next fall. Once again, I was car shopping. The year was 1967, the hay-day of muscle cars but those didn't even register on

my radar because I was a student with limited money to spend and a father who virtually hated small cars with V8 engines and dad was my banker.

When I found a “practical car that fit my budget it was a used 59 Impala 4-door sedan 348 automatic. It was the first car I ever owned that didn’t need any cosmetic or mechanical work and I got it cheap, under \$400 as I remember. It was a V8 but for some reason dad didn’t object too strenuously. I drove that Impala throughout most of my college days. It was practical, dependable, and good looking. I could take 5 or 6 friends anywhere and the trunk was big enough for a load in a yard of bark dust if I were so inclined, which I wasn’t.

I really liked that 59 chevy. It began a long love affair with 59’s. I went on to own three more 59 Chevys over the years. In 1968 I was about to graduate with a computer degree from Chemeketa and knew that I would be getting my first real job and making good money. Chevy had just started selling the new Camaro and I loved the look of it. So, I went to Cap Chev and priced out a well-equipped ’68 Camaro RS/SS 396. I could get it for \$4000. When I told dad excitedly about it, he “hit the roof.” I won’t share his string of 4-letter expletive. But since I needed his help financing a Camaro, it was a non-starter. I still wanted a different car though.



I found a 2-year-old 1966 Corvair Monza that I really liked the look of. It was a six cylinder so I knew dad would not object. I trad-

ed the Impala for the Corvair. I know, I can see you rolling your eyes right now. You are wrong!

That Corvair was one of the best cars I’ve ever owned. It got 36 MPG when gas was selling for 32-cents/gal. It would go anywhere, even in the snow it was like a jeep. The engine was in the rear and the trunk was in the front. Like a C8 Vette except it was a 4-speed not an automatic. It was just fun. Some days I wish I had it back. I put 100,000 miles on it before I sold it to my brother who drove it for 3 or 4 more years.

While driving a small car has its advantages it also has its disadvantages. One of those is not having

room to haul stuff. This can become a problem when you move away from home and start your own household. I figured I needed something practical to haul stuff and I found just the vehicle. It was a 59 Chevy El Camino. When I bought it, it was a pink color. Yuck! But the price was right. Once again, I had to paint a car. Notice



that every car I’ve painted myself comes out blue.

I loved the El Camino. A friend was in the El Camino Club in Portland and talked me into joining that club. That is how I got involved in the car club scene the first time. I enjoyed the camaraderie of the group and stayed with them for a couple of years but later dropped out because the drive to Portland became too much.



Eventually the Camaro bug bit me again and when my brother really wanted the Corvair I sold it to him and went Camaro shopping for a used 67 or 68 and I found one. It was a 68

Z/28 302 4-speed. It was perhaps the fastest and one of the least reliable cars I ever owned. The fastest I ever drove on the highway was in that Camaro. I pegged the tach past 8000rpm at well over 125mph on a back road in rural Marion county one afternoon and the car had more to give when “I” chickened out.

I guarantee you it would out run any of the Vettes I ever owned. On the flip-side, it was kind of a mechanical lemon. In the 3 short years I owned it, I burned out two clutches, fried a wiring harness, and replaced two bent push rods. I was a combination of owning that Camaro and the fact that I rented my spare room to a boyhood friend that would eventually lead me into Corvette ownership.

My friend was in WVCA and I often went with him and a few of the guys in the evenings when they gathered at one or more local taverns. I became friends with that group but didn’t own a Vette (yet). My room mate friend got a divorce and wanted a Corvette again.

He was shopping used ones and asked me to accompany him one afternoon to look at a 63 roadster he had his eye on. I went with him and we talked the seller down to \$1200 for it. My friend was happy. About that same time, early 1973 late 72 the new 73

Corvette came out and I fell in love. I wanted one. I had a good job and could afford it. I proceeded to order a new 73 roadster, blue with black interior,



L82 small block. I waited six months and was informed by the Cap Chev salesman that I would not be getting my custom ordered Vette because a strike at the Corvette plant that winter had canceled my order.

To make an already long story a bit shorter I settled on buying Cap Chev's demo 73 roadster, a 454 4-speed in Millie Magilia Red. I still have that Vette today, fifty rears after driving it away from Capitol. I did sell my beloved 73 in 2012 after having a stroke which left me with a weak left leg that made driving with a clutch uncomfortable to say the least.



Then three years later the guy I sold it to called and wanted to know if I knew anyone who might want to buy it because as he said, "I'm done with it." That meant that he'd messed around with it ruining it's

originality. My wife, Pat, insisted that we buy it back. So, we did, paying more to him to get it back than I sold it for three years earlier.

Meanwhile I'd used the money I got from selling the 73 originally and bought an 82 Collectors with an automatic that I could drive more comfortably. That means that I'm now a fleet owner. Something I never set out to be.

That is my life's story of cars. The ball is in your court dear reader. I want to read your story. Write up something, anything and send it to Buzz. I know he will publish it.

(continued from page 2) She likes to read in the living room, while me, the computer king, likes to sit at my keyboard.

So, I have an app on my computer that lets me send her texts. So, when I find a car I like, color, performance mileage, and clean carfax, (meaning it was taken care of) and 'looks' like it might be the one, she immediately fires back, "it's a 1LZ", or "it's an automatic". Obviously a couple criteria that I want to pay attention to. Then later, she'll send me three or four texts with cars as well. I guess this is the 21st century.

We, after all have lived through three deployments together and communication across distances has become the norm for us. Love you babe. The hardest part about the search is there are so many more cars on the east coast, Texas, Arizona and California than out here on the wet side. As many of you know, I felt burned on my last purchase and well, I will not buy one sight unseen again, I don't care how reputable the dealer is. Cough: Mike Furman at Criswell Corvette. Yep, I'm still mad at this one.

Moving on to other news. November Jacket night sponsored by Larry and Cathie Raaf was a great time. I took the opportunity to sit with a newer member Jeff Penick, and well, Jeff knows a thing or two about local racing. So I fully expect to see some opportunities in road racing down the road. I'll hold you to that Jeff.

By the time you read this we should be nearing our yearly Christmas Party, last count had over 50 people attending. Largest event I've seen since coming to the club in 2018.

Another shout out to Andrea for working up all the flyers, keeping people informed and keeping me sane. And that's a tough job anymore. I mentioned last month that we will be saying goodbye to a few members. In addition to Dan and Jennifer Anderson, Dan and Martha Motley I have also received word that Al and Pat Manrubia and Jerry and Terri Manness have decided to not review at this time.

Folks, we have had less than a third of our organization pay dues at this point. Please send in a check or better yet bring it to one of our eating events. (For the new folks, I like saying we are 'eating club' with a Corvette habit). See what I did there. We are still taking 2024 dues. Below is a reminder of our By-Laws. Please send in your dues.

Drive safe and smart out there.
#SaveTheWaveKelly

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

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

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