



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 1 JANUARY 2024



WVCA President
Kelly Smothers

INSIDE THIS MONTH

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Happy New Year. Instead of visions of sugar plums dancing, I have a quite different vision in my head. (Yeah, let's not go there, no one wants to be in my head). Let me start out by introducing you to the **2024 WVCA Slate of Officers:**

President: Kelly Smothers

Vice President: Joe Peters

Treasurer: Brent Wilson

Secretary: Julie Schwerdt

Historian: Stephen Sims / Gary Hill

Member at Large: Dave Schwerdt and Pat Peters

2024 WVCA Board of Directors

Slate above and our Immediate Past President: Stan Czerniak

2024 Standing Committees

- ◆ 2025 Car Show Committee - we will want to start planning now for our 2025 show. It takes that long to get ready. Planning/Sponsorship/Advertising/vendors/food
- ◆ Budget: Brent Wilson: Need volunteers identified for later this year
- ◆ Activities: Joe Peters, Andrea & Kelly Smothers, always looking for volunteers for cruises and jacket night.
- ◆ Social Media Committee: Kelly Smothers, Shane Massey, Joe Peters, Stephen Sims, Andrea Massey, Buzz Blogg, Andrea Smothers,

Appointed Positions

Webmaster: Kelly Smothers

Glass Sass Editor: Buzz Blogg

Salem Auto Club Council Representative: Joe Peters

NWVC&MM Representative: Wayne Kreger

Winter Car Care Tips: I'm copying (with minor edits) this article I wrote in 2022.

I'm a firm believer in not leaving your Corvette alone, they get lonely. When they get lonely they get even more expensive. If you are like me and often-times in the winter months here in Oregon leave your car untouched for a couple of months here are some tips to help you out. It isn't sacrilegious to not start it for a few months, but a year or longer....uh, mechanic time. I like to start my winterization with a good wash/detail/wag (topper of your choice).

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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US Bank Controlling Party

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**WVCA
MEETING
MINUTES**

January 4th 2024

Meeting called to order 6:30 PM

Guest:

Joe Ray and George Perkins, live in Albany 2014 Yellow Corvette Stringray.

50 50 drawing, tickets have been passed around.

New Members

Alex and Jeanette Penna will be voted in tonight. The Penna's have fulfilled the member requirements. All in Favor. Welcome Alex and Jeanette.

Birthdays:

Dorothy has done an amazing job getting the Birthday's together for FaceBook.

Cathy Raaf	01/02
Larry Raaf	01/02
Sandra stark	01/03
Kristi Rehm	01/12
Scott Savage	01/12
Andrea Massey	01/10
Andrea Smothers	01/24
Annie Koenig	01/25
Ann Salvatori	01/27
Kay Hanson	01/28

Approval of last month's minutes. Having no corrections offered, the minutes are approved as distributed.

Treasurer's Report, Dr. Wilson

Balance in Checking	\$ 3,516.53
Petty Cash	\$ 534.50
Savings	\$ 12,435.29 (\$0.35 Interest)
Total	\$16,486.32

Motion to accept the Treasurer's Report: Motion was made (Joe) and seconded (Julie) to accept the Treasurer's Report.

All in Favor was passed.

Dues are due. \$35 for singles, \$50 for couples

President's Report: Nick and Marty sent me a note. There's a guy in Newberg who is trying to start up a corvette club called Wine Country Corvettes and so I'm going to contact him and letting him know he's only 10 miles from the meeting place and we'll go from there.

Vice-Presidents Report:

- ◆ 17 - January - 6:30 - Jamilah Mooney - Blon-dZees Guest House 4840 Portland Road NE, Salem Or.
- ◆ 19 - 20 January - 6:00 to 9:00 Friday 9:00 to 6:00 Saturday - Winter Rod and Speed Show - Linn county fair and expo. Albany Or
- ◆ Salem Roadster Show March 2nd & 3rd 9-6/9-5 \$15.00 (Sunday Ladies Day \$5)
- ◆ Cherry Blossom Run April 13th, 9am Walery's start.
- ◆ Cascade High School Car Show - May 11th????
- ◆ KeizerFest parade 18 May. Call back first of February for sign up sheet
- ◆ We are taking names now for Jacket Night Hosts in 2024, so if you want to host a particular night. July, September, October, November, and December (?) are still available. Contact Joe Peters.
- ◆ We are also taking Names for Monthly Cruises for '24, Let Joe Know if you want to lead a cruise.

Committees:

SACC, no, because we haven't had a meeting.

Bowling Green update: The corvette plant is shutting down, February 4th. No tours.

New Business.

Any new business to be brought up tonight. No Car Show this year. We do car shows every other year.

Tech Time:

Someone got a new red corvette in this room. I was fortunate enough to get a 2024 Z06. So Tactical says i can do 6500 rpms. Shifts perfect.

Good of the Order:

President Run, Maybe to Long Beach Washington.

Trivia:

How many orange Corvette colors have their been?
Three. (Alex Penna)

How many shades of orange? Seven. (Jamilah)

Bonus for this. What year? Was the first orange offered. 1969

What color orange? Monaco Orange. It was called monocle orange in 1969. Orange, Ontario Orange corvette, orange and orange flame, 73 to 97. 2005 had the Daytona, sunset, Orange Metallic, 2007. And nine was Atomic orange. 11 to 13 was Inferno Orange, 2015, Daytona Sunrise, Orange Metallic, 18 to 21, the Sebring Orange tint coat. And then 22 and 23 is the Amplifie Orange, which looks like a pastel color to me. There was no orange in the c1 c2, c4 or c5 series of cars.

What year were the factory cloths seat introduced?

1977 factory cost seats were considered a good baseline model. Yes, leather would certainly be considered an upgrade but when they're storing a corvette to its original configuration, a class c3, configuration.

Club Gets \$93 and each winner get \$45.

Larry \$45.00, Robert \$45.00

Adjorned 7:15

The Stingray Was Inspired by a Real Shark

The Stingray was designed by Bill Mitchell and first released in 1963. The legend goes that he caught a shark while he was on a fishing expedition, and eventually he had the head stuffed. He found inspiration for a new car based on the appearance of the shark, and even had the initial Stingray prototype repainted multiple times in order to get an exact match for the color of the shark's skin. This may not be wholly true – it could just be a tall tale – but either way, it is a fun story that gives a cool backstory to the most popular Corvette model of the 1960s.



Try your best to clean up those water spots early on, so they don't have time to sit and etch during the winter. This step also ensures a nice clean surface when you put your baby under the cover. Car Covers - We store our cars inside, and use very soft car covers. I'm not a personal fan of outdoor covers, as they can damage/scratch the paint. Your mileage may vary.

Next, I like to make sure the tires and wheels are nice and clean, use tire dressing once you have them dried off. Get all that brake dust off, there are several products out there to get that brake dust off, and you may want to treat those rotors with WD40 or CRC to keep them from rusting, like Hydes Rust Stopper). Go ahead and move inside the car now. Detail the dash, get into the tight spots and get the gunk out of the vents as well. Use a good portable vacuum. This plays two roles. One, gets rid of the junk, duh, and two, makes the side less attractive to small characteristically known to have a pointed snout, small rounded ears, a body-length scaly tail, and a high breeding rate. They are known to invade homes and cars in the garage for food and shelter. Get my point?

Fill up that gas tank (especially if over 30 days) and add an additive like Sea Foam or other fuel stabilizers that prevent ethanol build up, (this gas destroys the older vettes for sure) and make sure you run the car long enough that the fuel makes it through the supply chain. Purpose? This helps keep the tank from accumulating moisture and keeps seals from drying out.

Probably one of the best things you can do for that toy is to maintain your battery. A good three stage battery charger or perhaps just a maintainer that you can plug in and leave them, and they all work as advertised and can save you a couple hundred bucks later on because you let the battery get below 50%. These cars are known to 'stay alive', especially if your key fob is anywhere near the car.

If you are going to store it for the winter, you may want to see what you have left on your oil life, and

then go ahead and change the filter and the oil. While you are under the hood, go ahead and pull off those other caps, brake fluid, clutch fluid (for those manual folks out there) and transmission fluids. Top off the wiper fluid with some antifreeze window cleaner (IPA works too with a little dawn and food coloring ;)).

Pests, you say you have it in your barn, or shop, in an unheated garage? Remember those pointy eared furry things I mentioned earlier, they like those wires and plug wires, why, many of those wires have a vegetable-based outer shell, hmmm. You don't say. Mothballs and dryer sheets do work. You might think of using some. Start your car at least once a month. Remind her you still love her, and spring is coming.

My last tip for this article is to not cancel your insurance during the winter months. Many insurance providers have a STORED classification, which means you aren't driving it under any circumstance, (you know we have a few nice days around Christmas when it is snowing everywhere else). I hope this helps the new and the old corvette owners a little bit.

If you made it this far down my diatribe, Andrea and I would like to wish you all a great new year. If you're out in your corvette don't forget to wave and please join us on our many adventures this year. Hope to see you at the Winter Rod and Speed Show in Albany or Jacket Night in January, or perhaps the Salem Roadster Show In March.

I'm thrilled to introduce my stunning 2019 Chevrolet Corvette Grand Sport in the captivating Sebring Orange Tintcoat hue, boasting a mere 20,000 miles on the odometer. This beauty caught my wife's eye online in Texas, and thanks to a seamless transaction, it was delivered to my doorstep in Oregon within an astonishing two days. The Corvette's powerful performance, striking color, and low mileage make it a dream come true for any car enthusiast like me, and I can't wait to hit the open road and turn heads wherever I go. Watch this space as we begin the modification process.



We can rebuild it, better than it was before.

Kelly



Mid Engine Monthly Update: What's New And What's Not In Our C8 World

John Elegant, MidEngineCorvetteForum

2023 C8 Production Numbers

While we still await the official GM press release of 2023 production totals, thanks to a precision Corvette researcher with great connections, we have these unofficial numbers.

*Stingrays = 42,728 + 70th Anniversary 4,570 = 47,298 plus ZO6s = 5,191 + 70th Anniversary 1,004 = 6,195
Total = 53,493 2023 C8 Units*

The reason we possibly do not have the exact numbers is that some units, while almost fully completed, are not all 100% built yet. Nor do we know how many CTF (Captured Test Fleet) vehicles were made for each of the four versions. The 53,493 annual production amount is the 2nd highest production year in Corvette history. 1979 was the highest with 53,807 Corvettes. While the 2023 model year production was extended by several months, this is not the first year that production exceeded a traditional 12-month period. But when the final tally is shared by GM, 2023 might just squeak by as the # 1 Corvette production year of all time with 53,808+ total units!

1st Customer E-Rays Produced

We learned that during the week of December 11th, that E-Ray VINs 001, 002, and 003 were produced. When more will be built is not yet known. Some customer E-Rays are next scheduled to be built with a 1¹/₈/24 TPW (Target Production Week). We still do not know what GM's plans are for the percentage of total E-Ray made during the 2024 model year. Will it be 15% or more total production? Since BGA is maxed out in daily output of units, where would those E-Rays come from? My belief is that they would be reducing the number of Stingrays to make the E-Rays. We might have to wait three months or so until the E-Ray's slow, progressive roll out is completed.



Record Daily C8 Production Achieved

We had a wonderful surprise in the fact that a new record of 214 C8's was produced in one day in early December. The previous record was 208 in one day. To accomplish these totals, BGA is now working 10-hour double shifts almost every production day.

The repair line and other selected work units within the plant are working six-day weeks. Lastly, a new maximum record of 74 Z06s were made in a single day during December.

Really Good Z07 Availability News

Ever since the first Z06 allocations were granted on August 18, 2022, the number of complete aero packages was extremely diminished for almost every allocation cycle. For some allocation cycles, not a single Z07 package was available nationwide. Without the full aero, which includes the Z06's high wing and the dive planes, one could not order a Z07. Hence, for some who were near the very top of dealer Z06 lists for many years (even before the Z06 was officially revealed), quite a number of the Z06's customers who wanted Z07 aero were offered a Z06 without aero, turned it down.

This has gone on for close to 16 months. I know of one customer who was offered a Z06 without Z07 eight different times; he turned it down every single allocation. But, great news happened during the allocation cycle of December 14th when GM allowed EVERY single Z06 allocation to have the complete visible carbon fiber option ("T0G"). Merry Christmas from GM to those who have been waiting for up to twelve total allocation cycles to get their Z06 with Z07 aero! But this begs the question...how come not one painted carbon flash aero package ("T0F") was available when the identical aero components in visible carbon fiber were?

The cost to get the "T0G" is several thousands of dollars more than "T0F". But as one friend stated..."even though I had not budgeted to get visible carbon fiber aero, you can bet I will find that extra money needed". She is now grinning broadly that her Z06, which is expected to be built in February or March, is going to be, as she put it, "a Z07 beyond my original wishes."

Why Is Bowling Green Assembly Plant Closing To All Outsiders On February 5th?

When we first heard this, our first fear was that production was stopping for some unknown amount of time. However, C8 production is continuing unabated February 5th forward! So why will us outsiders be shut out? Of course, the answer is that there are some changes taking place for the C8 that GM does not want those taking public tours of the plant seeing and sharing with the rest of us. When will Corvette plant tours resume? No answer has yet been given. Although, most feel that BGA will re-open just as the April 25th NCM Michelin Bash begins.

The major C8 model year changes will possibly be revealed at that event. Reasons for the February 5th closure could be: 1) A big surprise – maybe a C8 Grand Sport is coming for 2025?; B) The C8 ZR1 is a 2025 model and will be revealed at the Bash; or, C) The long-rumored interior elimination of the "Great Wall of Buttons." Here's more if wanted: <https://bit.ly/46tUY17>

Still Two Major C8 Production Issues

There are still some serious long-term production issues that need final resolution. One is that some of the first completed C8 Stingrays for 2024 were transported to Michigan on October 5th. It was first confirmed by *MidEngineCorvetteForum* that the cause was a replacement of the dual clutch transmission.

However, it was recently confirmed that the 110+ C8's that were shipped to Michigan are not getting brand new DCT's but their transmissions are being rebuilt. Finally, as of late December, the problem has not yet been found and fully rectified. How do we know this? In the past two weeks, two more completed C8's were trucked to Michigan for repairs. Was it defective parts, incorrect assembly process, or both? As a result, we are still seeing more completed C8 Stingrays being shipped to Michigan for a complete DCT rebuild.

The second issue was, and still remains Corvettes going down the line with missing parts even at the line's end. These are called "Build Shy" units, an issue that's been going on since August. (We know of some documented cases where vehicles being completed without their last few parts, e.g., missing the right wheels, others missing fenders, etc.).

Some were put in a back lot at the Plant for over 2 -1/2 months. Regrettably, we also recently learned of two specific October 16th vehicles which did not get to their correct dealerships for over 8 weeks. Will the "Build Shy" process ever stop? More info here: <https://bit.ly/41C25GW>

August, 2024 National Corvette Caravan:

In late August 2024, over five thousand Corvettes (and approximately 9,500 Corvette enthusiasts) will make the pilgrimage on the National Corvette Caravan (NCC) to the NCM (sponsored by the National Corvette Museum).

We will leave as part of over 35 regional Caravans, departing from all corners of the country and many "inside" places too. Over 5,000 Corvettes will arrive at the National Corvette Museum. Is the 2024 National Corvette Caravan going to be part of your 2024 activities?

We certainly hope so....

We sure hope your December holidays went well and that January 1st started a wonderful new year. May you be safe and healthy on all your activities! And may your 2024 Corvette drives be numerous!

Thanks for reading,
John Elegant

C1-C8: The Quickest Corvettes of Each Generation!
We list the Corvette from each generation that is the quickest to cover a quarter mile.

By [Joe Kucinski](#) - December 5, 2023



C1 – 1962 FUEL INJECTED 327 (14.2 SECONDS)
With the C1 generation the Corvette was just starting to hit its performance

stride as the generation came to a close. The quickest C1 in the quarter mile was the 1962 model when fitted with the fuel injected 327 making 360 horsepower. This was more than double the power the Corvette had just a few years earlier. The Corvette was starting to get quick. If you are looking for one, perhaps this example that failed to sell at a [Bring a Trailer auction](#) is still up for grabs somewhere.



C2 – 1967 L88 (11.3 SECONDS)

We used a picture of the engine here, because that is what this car is all about. The L88 was essentially a race engine with a woefully underrated horsepower rating. GM quoted 430 horsepower but in made probably a good 100 horsepower more than that. Only 20 of these machines were ever built, and buying one today will cost you well into the seven figure territory. But if you want the quickest C2 Corvette in the quarter mile, this is the car you need.



C3 – 1969 ZL1 (11.5 SECONDS)
 If you thought the 1967 L88 was rare and valuable, then hold onto your shirt as the 1969 ZL1 is even rarer and more expensive. Only two of these cars exist. The ZL1 came with an all-aluminum 427 dry sump V8. It weighed 100 pounds less than the L88 but the ZL1 big-block made darn near 600 horsepower. It is an incredible machine and the quickest C3 in the quarter mile. One recently sold at an [RM Sotheby's auction](#) for over \$3.1 million.



C4 – 1993 – 1995 ZR-1 (13.1 SECONDS)
 The ZL1 began the trend of the Corvette 'Z' cars dominating this

list. That continues with the 1993 to 1995 ZR-1. These cars got a power boost from the earlier C4 ZR-1 cars and now have 405 horsepower. It made them the quickest in the quarter mile. This 1995 ZR-1 was recently sold on [Cars and Bids](#). But if you can't find a ZR-1, if you can land a 1996 LT4 Corvette you will get nearly identical performance.



C5 – 2002 – 2004 Z06 (12.5 SECONDS)
 These cars seem to make every Corvette performance list we come up

with. The 2002 Z06 has 20 horsepower and 15 pound-feet of torque bump from the 2001 model. This car can hit 60 mph in about 4 seconds flat and will run a mid-twelve second range quarter mile. And unlike the C2 and C3 cars on this list, this one you can grab for reasonable money.



C6 – 2009 – 2013 ZR1 (11.3 SECONDS)
 With this car some of the numbers are starting to get serious. The headline number though

is 638 horsepower from a supercharged V8. Next up in the 'wow look at this' department is the claimed 205 mph top speed. 60 mph can be reached in about 3.5 seconds and the quarter flashes by in just 11.3 seconds.



C7 – 2019 ZR1 (10.8 SECONDS)
 GM builds a ten second car. The outrageous 2019 Corvette ZR1 will do the quarter in 10.8 seconds if you choose the automatic transmission. The manual transmission is more fun but also a few ticks slower. Either way, with 755 horsepower on tap, you will have the most powerful Corvette ever made.



C8 – 2023+ CORVETTE Z06 (10.6 SECONDS)
 This one was tough because the new Corvette E-Ray is quicker

to 60 mph and has nearly the same quarter mile time as the Z06. But we gave the Z06 the edge here because it has a higher trap speed. The Z06 will cross the line at 131 mph compared to 128 mph for the E-Ray. The Z06 will then begin to extend its lead, so we give it the win here. For now, it is the quickest C8 Corvette you can buy. But what kind of numbers will we see from the C8 ZR1? Stay tuned.



Corvette E-Ray is another step forward in the long history of Corvette firsts. See how it adds to the legacy of this legendary vehicle. Electrified All-

Wheel Drive. The eAWD system in E-Ray keeps you sure-footed on just about any road in nearly any condition, taking Corvette to places it's never been before. Activate the E-Ray's all-new, electric-only Stealth mode and make an entrance as quiet as you'd like. Engaging Stealth mode allows you to drive using only electric power for 3-4 miles up to speeds of 45 mph.



C-5 CORNER BY KENT MUHLE

If I could have only one Corvette, Part 2

Happy 2024 everyone! I hope y'all had a wonderful holiday season and had a chance to spent time with family celebrating the stuff that's really important. Judging by the photo's from the Christmas party, WVCA put on another successful event, and I hope to be back in shape next year to join all the festivities. Maybe even some meetings!

In the meantime, I've been thinking about my perfect Corvette, and if you recall from last month (my three readers might) I'm going the restomod route using a 68 to 72 coupe for the body. Being housebound for much of my life lately I've been watching too much TV. I've always been a fan of Dave Kindig of KindigIt Designs, and the CF1 is absolutely amazing! It's a re-imagined 53 Corvette with a beautiful body out of 100% carbon fiber which weighs a ridiculous 291lbs set on a Roadster Shop Chassis and powered by a Lingenfelter LS7 making close to 700 HP. Base price is \$250,000, but nothing he makes is base, with some of his CF1's approaching the \$600,000 mark.

For your hard earned dollars you get a car that looks like the original 53, but with much, much better fit and finish, a larger interior (so folks over 5'6" can drive it comfortably,) and a complete modern drive train. With it's 3300 lbs curb weight and dialed in suspension these things are beasts, and can be driven! Dave's style is simple, smooth and understated, and the CF1 is an amazing tribute to the original car.

So, since I won the lottery (again, in my mind) I'd book a flight to Salt Lake City and spend some time with Dave designing my ultimate ride. His sense of style and the quality of his builds are top notch, and all his cars are the type that draw you in without

smacking you in the face. I've seen way to many Corvettes built with what seems to be a "low rider" sensibility. By that, I mean random flashing lights, weird accents, and the sense that you're shouting at everyone for attention. If your car has great lines, a great stance, quality components and a cohesive theme, in my opinion you don't need over the top graphics and bling to stand out. With that in mind, here's what I'd tell him I want;

#1 68 to 69 Corvette coupe body with the 427 stinger hood in black. Real black, no sparkle, no tint with tucked bumpers, cleaned trim, flush windshield, Kindig door handles and flared fenders front and rear to stuff 345's in the rear and 285's in the front.

#2 Do a modern interpretation of the beautiful chrome Hooker side pipes, with the pipes before the collectors exposed, and to finish the look design a wheel to emulate the Cragars of the 60's, with a modern twist. 20's on the rear, 19's front.

#3 Big cam, big cube LS7 with LS3 heads and about 700HP backed up by a real transmission with 3 pedals in a chassis that will be firm on the street but able to handle a racetrack.

#4 Dark red leather interior with all the comforts of a new car.

So what would your dream car look like? Or do you already have it? If you have any ideas let me know, and if there is enough response I'll start a new column named "Corvette Dreams," Buzz would love another column...

Drive safely (but with purpose).
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.



CORVETTE WINTERS IN THE DISTANT PAST

By: Paul Ennor

This month I'm going to look way way back in time when this club was much smaller and all of us were a lot younger. It was a time when most WVCA members drove C3's or older Corvettes. The C4 was brand spankin' new and few of our members had gotten their hands on one yet. I'm talking about the last year or two of the 1980's and on into the first years of the 1990's. Those were fun times in this club. The members were mostly close friends in their middle age years and most of us were raising children at the time. We were a close nit group. This was the end of the era when we were a drinking club with a Corvette problem. Today as President Kelly likes to say we are an eating club with a Corvette problem. The WVCA group of this era was very active. And like today, winter presented certain challenges. Back then many Corvetters not only parked their Vettes for the winter but they took the insurance off until spring to save money. But, we still wanted to do stuff with the Vettes even in winter. Coincidentally the late 80's and early 90's were the hay-day of indoor shopping malls. Mall managers were always searching for ways to increase foot traffic during the slow after Christmas season. I don't remember how it started or even exactly when but the club board managed to talk Lancaster Mall into letting us put on a car show inside the mall for along weekend. It worked out just fine. There was space for about 18 Vettes inside where it was dry. Since we were a smaller group then the numbers worked out fine. Industrious members built stations to rope off each car for those who didn't have their own. Of course, if you have a show you must have judging and trophies and dash plaques, etc. That provided yet another opportunity for club members to get together. And get together we did. We ordered nice dash plaques professionally made. Had one of the members (OK, it was me) take pictures of each car display and we got together cut out and finished some nice wood blanks. A work party of members built a nice trophy/plaque with a picture of the members care which was presented at the next meeting. The first Lancaster Mall Show was so successful that it became a yearly winter event for several years. We hade quite a few members from the Albany area in those days and because the Lancaster

show worked out so well we were asked by Heritage Mall in Albany to put on a show in their building, which we did for a year or two. Heritage Mall was smaller and could not accommodate as many Corvettes so it was not quite as impressive. But mall mangers were thrilled that we did a show with them. In the end though, the age of the enclosed shopping mall faded away and with it WVCA's era of winter Corvette shows in malls died away. But we had a lot of good times and stayed dry, showed off our Vettes and had fun gatherings and work parties for several cold winters.

Pictures from the Mall Show era:



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

**Place
Stamp
Here**

