



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 7 JULY 2024



WVCA President
Kelly Smothers

INSIDE THIS MONTH

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Hello everyone, Can you believe we are halfway through the year already? I can't. There just isn't enough time to get it all done it seems. Rumor is that doesn't change after retirement.



This last month Andrea and I attended two car shows. The Paralyzed Veterans of America Tri-State Chapter show at Northwest Vintage Car and Motorcycle Museum where we judged some fine cars along with judges from WVCA (Joe Peters) and a few judges from Cascade Corvettes.

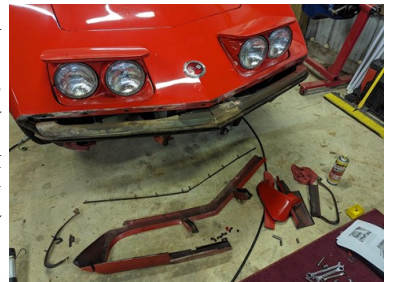
Nice little showing of around 130 cars. We had two winners from our club, Sid Wells won furthest driven to the show that day, (he came up from Roseburg) and Paul Ennor won the 80s class with his '82. When they announced his name and car, Paul was heard to say, "this piece of ****", well anyway, congrats Paul. Roch Belisle, while not his Corvette, also won with his '39 custom Chevy pickup.

We also attended a local car show out in Carlton. They had some major issues getting everything started and well, they tried to park us all in a gravel parking lot. You can guess how that went over with 50ish custom cars. They parked on the street and had a sit in. ha. We ended up buying our registration and a couple t-shirts to support the kids shop program and started are engines and off to other chores waiting at home.

As many of you know, my 93 year old father's health had been declining pretty rapidly over the last four months. Andrea and I had planned a vacation up to Vancouver Island and on to a Corvette show in B.C. But, we canceled so I could be close to home just in case something came up. And, well, it did. He passed away on July 5th at 93.



Our staycation started with overdue projects. One of those projects was putting a new urethane bumper on Paul Ennor's '73. I had taken it apart a couple months back, and well, time keeps on ticking ticking



ticking, into the future. At this point it's on, fitted and ready for some primer and paint. I hope to finish it up in the next couple of weeks, once the weather stabilizes a little.



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

July 11th 2024

Meeting called to order 6:30 PM

· Recognize New Guests and Introductions: No new Guests

· Birthday Announcements:

o Brad Rehm 1-Jul

o Jake Chastain 2-Jul

o Susan Christensen 11-Jul

o Chris Roethlin 16-Jul

o Lisa Ennor 20-Jul

o Maggie Cozart 24-Jul

Approval of Last Month's Minutes: · The minutes have been distributed to you through the Glass Sass. "Are there any corrections -Yes Dana answered the question. With no further corrections are offered, the minutes are approved as distributed/corrected." Julie motion and Ed second.

TREASURER'S REPORT: Brent

Balance in Checking \$ 4,438.32

Petty Cash \$ 254.50

Savings \$12,438.33 (Interest \$0.50)

TOTAL \$17,131.15

Motion was made to Accept the Treasurer's Report by Julie & John second to accept the Treasurer's Report. All those in favor, any opposed – Unanimous vote

PRESIDENT'S REPORT: Kelly

· No New members that meet membership requirements to join.

· Currently 14 folks are interested in the association and we currently have 102 paid members.

VICE PRESIDENT'S REPORT: Joe

May until August (26-July, 30-August) Stayton's Last Friday TGI Friday - Cruise in - 3rd Street in Stayton - Meet at Joe's.

June thru August 2nd and 4th Wednesday at the NWVCC&MM Museum 4-8 June 19 thru August 21 - 1st and 3rd Wednesday 5:30 - 7:30 Runaway Kitchen at The Fussy Duck parking lot - 3170 Commercial St. SE Salem.

◆ · July 13- Vettes and Hops for Vets - club cruise? Andrea.

- ◆ · July 14 - Springhill North Albany Car Show-Gates Open@8:00 \$25 Registration
- ◆ · 🏠 July 19 - 20 - Cascade Corvette Club, Corvette's at Kendall
- ◆ · July 20th Bay City Cruisers - Car Show Newport - Isaac Palmer - <https://www.baycitycruisers.com/>
- ◆ · July 20 - Jim's cruise in - 2:00pm - Peoples church in Salem Free admission
- ◆ · 26 - 27-July - Spokane Glass on the Grass - Spokane Wa.
- ◆ · 27 July - Brent Strohmeier Memorial Car Show - Sunrise Park in Sublimity
- ◆ · July 28th Powder Puff Cruise In meet at French Prairie Rest Area 7:30 am
- ◆ · August 10th, Corvette Day, Portland Cars and Coffee/Sherwood, Langers
- ◆ · August 10th, Corvettes on the Bay, North Bend.
- ◆ · August 17, 2024 - Endless Summer Cruise In - 9:00 - Ilani Casino Cowlitz Way, Ridgefield Wa.
- ◆ · August 17 - Lyon's Fire Department Car show - Lyons Fire Hall 9:00 - 3:00
- ◆ · NW Caravan August 22-28, 2024 Bowling green 29-31 August.
- ◆ · August 24 - Cruising McMinnville - Sign up for staging times.
- ◆ · September 13-15 - Oregon Festival of Cars - Bend Or. Meet at Ron Tonkin Gran Turismo in Wilsonville (25300 SW Parkway Ave, Wilsonville) at 8:00am. We depart at 9:00am for a group drive to Bend, with lunch along the way.
- ◆ · December 7th Santa Cruise I'd really like to win the Club Participation award. We received third two years ago, second last year and well.....
- ◆ · December 7th Christmas Dinner at Roths.
- ◆ · May Hold Car Show at Air Museum in McMinnville, if you have any other suggestion please contact Kelly and Andrea.

COMMITTEES REPORTS:

SACC - Joe Peters No Report

Bowling Green Update: National Corvette Museum Corvette Caravan PNW Caravan August 22-31 2024 - Larry Raaf

· 2025 Car Show –

OLD BUSINESS: Wayne will be stepping back on his involvement with the club. He thanked everyone for all their help.

NEW BUSINESS: Route 99 is full, can't accommodate us. Dinner is called off.

TECH TIME: Richard and Steffanie are working on there cars.

GOOD OF THE ORDER: None

50/50 DRAWING: How Much to the club \$71.00, how much to the winners \$36.00 Julie Schwerdt and Roch & Amy Belisle

Corvette Trivia! 1 ticket each question

What years have Corvettes won Car and Driver 10 best cars?

Years Won: 1985–1989; 1998–1999; 2002–2009; 2014–2015; 2017–Present (Roger won)

It might seem strange to today's readers that the fourth-generation Chevrolet Corvette managed to earn a place on our 10 Best list from 1985 to 1989, but context is everything. Then, as now, the Corvette represents a performance bargain among sports cars. In 1985, the Vette's first year on 10 Best, we were smitten by its ability to run past 150 mph and handle as well as cars costing many times more. Fast forward to today, and the C8-generation Corvette, unlike any Vette before it. Besides its mid-mounted engine, the latest Corvette even offers a battery-electric hybrid powertrain that Chevy sells under the E-Ray guise. It joins the standard Stingray on our 2024 list. Alas, the Corvette Z06 and its screaming V-8 engine are no longer included, as the model now sports a starting sum that puts it over our price cap.

ADJOURNMENT:

The Club picnic was on the 15th of June, and boy what a turn out. Right at 40 people and enough food to feed more than we had that's for sure. Several people braved the



cool weather and drizzle to bring their corvettes out to play as well. There might have been a couple beers in coolers as well. Had a great time and it was such great teamwork on the fire pit. Wayne, Janet, Shane, Roch, Nick and Martie, Maggie and Bob, and I'm sure I missed a couple, got the fire pit going and meat in the ground and everything came out great. The pavilion was a great spot to eat lunch and

keep the light rain that kept coming in waves at bay a little bit longer.

Thank you to everyone that participated in an absolutely great turn out. This time next year we will be having our car show.

Over the next few weeks we are very busy. 13 July we are headed to a Northwest Corvettes sponsored event, Vettes and Hops for Vets baseball game with the Hillsboro hops. Andrea sent out info early this month on that trip. On Sunday 14 July is another great show: Springhill Car Show put on by the South Willamette Valley Honor Flight.

Don't let me forget Corvettes and Kendall where we will be judging again on July 20th. Then on Sunday the 21st we've been asked to judge at the McNary Estates Car Show as well. Busy weekend. On the 27th is the Brent Strohmeier Memorial Car Show, this is one of the best shows every year. Then on Sunday, Andrea is off racing with the Powder Puff Cruise. We'll see how long she lasts, following. ;)

Looking out at August we have almost every weekend booked with events. Andrea will send out her "events" email, hope to see your glass on the grass. One of our all time favorites is the Cruising McMinnville Car Show. Around 300 cars line Third Street in McMinnville. Five blocks of cars, shopping, wine tasting, oh and a carshow. Noon to 5:00pm. Staging happens in the morning, show starts at 1200, and at 5pm we start our engines for a couple loops around our Cruise the Gut. It's a fun time.

I completely forgot to mention and appoint a nominations committee at our July meeting per our By-Laws.

This co committee (usually a couple people) canvas the club to solicit interest in serving as a member of our board of directors and in our key leadership positions.

Please if you are interested in helping solicit our next generation of WVCA leaders

please let me know.

The elected officers of the Association are listed in order of succession below:

- ◆ **President**
- ◆ **Vice President**
- ◆ **Secretary**
- ◆ **Treasurer**
- ◆ **Historian**
- ◆ **Member at Large**

Kelly

Corvettes at Kendall

July 20, 2024

Gates open at 8:00 am, Rags Down at 10:00 am
Judging 10:00 am, Awards at 2:00 pm
Food Trucks, Trophies, Dash Plaques, 50/50



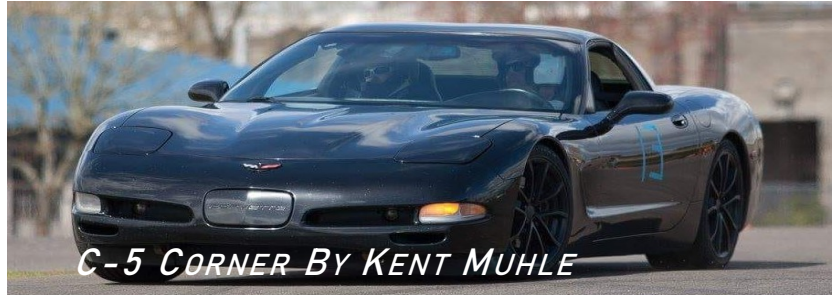
CASCADE CORVETTE CLUB

Sponsored by & Held At:
Kendall Chevrolet
846 Goodpasture Island Rd. Eugene, OR

Registration fee \$25/car postmarked before July 8.
After July 8 and day-of-show \$35/car.
Limited to first 100 registrations.
Registration available at: cascadecorvetteclub.com

Hosted by Cascade Corvette Club cascadecorvetteclub.com	Proceeds to South Willamette Valley Honor Flight
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One last thing: Speaking of the 2025 car show, no, it's not too early to start talking and planning. It takes quite a few folks to put this on. From helping with sponsors, food trucks, vendors, advertising, flyers, gift baskets for raffles. You name it, we need help.



C-5 CORNER BY KENT MUHLE

More Benefits of Belonging to a Club, and an Update on the AmishVette

Last month as soon as I sent my column to Buzz, I realized there was a lot more to say about being a member of WVCA. Before the AmishVette and I got hurt 2 years ago, I was much more active in the club. Being an officer was rewarding, and I got to help us move forward with some changes to the bylaws and constitution, as well as celebrating our 50th anniversary as chair of the show committee.

One of my favorite things was setting up cruises and jacket nights. Planning the route and checking out restaurants is always fun! The most elaborate cruise I pulled off was called "The Mystery Cruise" where the only person that knew where we were going was me. There were several stops on the way, and something interesting happened at each stop. Those of you that followed me (I think we had 20 cars) will remember the first stop at Gear Up Coffee in Silverton, where they were playing a documentary on the history of Corvettes on the TV. You'll also remember pulling into the park in Canby 50 yards short of the ferry dock, with many of you absolutely sure I'd lost my mind and thought a river crossing was in the works. We ended up at Bugatti's in Oregon City and had a wonderful meal. Odd that most of our driving escapades end up at some sort of eating establishment.

Another memorable cruise was the time we all went to Crater lake. It was my birthday, and I joked to the club that I needed a birthday cake. At the beginning of the cruise, I was presented with a couple of large cakes and a bunch of cupcakes. It was a pretty hot day, and by the time we sat at the picnic tables the AmishVette smelled like a chocolate factory! Again, food was involved in our destination.

We are a very diverse group of people, brought to-

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.

gether by a common love for America's favorite sports car. The cars bring us together, and it's up to us to develop those relationships further. I am proud to count more than a few members among my best and closest friends. The more time and effort I put into WVCA, the more I got out of it. We are 100 members strong, and the combined wisdom of the group is something we all can tap into.

Elections are coming up (I'm not talking about the Biden vs Trump fiasco) and members will be receiving calls about running for office. I encourage all of you to think about becoming part of this group's future direction by running for a position. We are at around 100 members now, and I know a bunch of you that would be great assets to the WVCA as officers. Besides, Kelly has done a masterful job as president but is probably getting a bit tired of running the show.

If you follow our Facebook page, you saw the new color for the AmishVette. Paint jail has been no fun, but it's taken a long time for me to recover enough to drive the darnn thing so maybe the wait has been a good thing. The last time I saw him he was stripped down to Vette Cart condition, and when he emerges from paint jail it will be with all new rubber seals, and all new paint inside and out. I named him The AmishVette because I've always preferred no trim, no emblems, no chrome, no stripes, and any color as long as it was black. I spent my money on performance modifications and tried to fly under the radar. Since our wreck, I'm no longer able to tolerate G-forces and quick changes in direction, so I'm going to focus on cruises and shows. With the new paint, I'm no longer going to be "plain" as the Amish say, so I'm gonna have to rename him. Maybe a naming contest is in the future?

Till next month, enjoy your cars, and consider increasing your involvement with the WVCA.



This is a very short history of the things you probably will find with my 73 Corvette.

When the new Corvette I ordered in January of 1973 was never built due to a strike at the St. Lewis plant in the winter of '73, I settled for buying Cap Chev's 73 Demo. They never disclosed the previous front corner damage but I wanted a new 73 roadster 4-speed and it was my only choice at that point in time.

I was only 25, not really experienced in car buying, so I jumped on it and took it. I didn't even find the old repair for several years until I was under the car changing oil one day and found the exposed fiber glass repair from the bottom.

Meanwhile I did my own damage to my new Vette that same summer not long after I bought it. I tore up the whole left rear in a one-car accident up in the mountains. This is a long story that I won't repeat here. But more than fiber glass was damaged.



I got it fixed and drivable AND it got its first complete repaint. Stock red with a clear coat containing some gold pearl. That's how I drove, abused and used that Vette until the late 80's even though the repair wasn't perfect, red covers up a lot of stuff and most people other than me didn't notice the flaws.

By 1988 that paint was getting tired, Had rock chips, door dings and faded a bit. Heck, I'd used that Vette as my daily driver, autocross racer, camp trailer tow vehicle, and long-haul cross-country transport since late 1973. So, on a fall day in 1989 I got a gallon of paint stripper, poured it on the hood and proceeded to strip the whole car. I scraped and sanded and took it to a friends who did car painting.

His name was Bob Barnes, he was in WVCA at the time. We worked on paint prep together. He primed, we block sanded and fixed some of the old repairs. He rolled her into his paint booth and did a full repaint again, this time with stock red color in urethane Enamel.

The 73 went right from his paint tooth to a Lancaster Mall Car show, still smelling of fresh paint. I also installed a new interior while it was at Bob's shop. Then, the next spring, 1990 as I remember, not long after that mall show the my 73 got rear ended on the way to a club car rally. I was supposed to be at the starting point to send cars out. I didn't make it. I drove the Vette home looking like this:



And that's how I drove her until a stroke in January of 2011 disabled my left leg. For 2-years it sat in the garage mostly undriven collecting dust and used as a table. Then I sold it to a guy who was a friend of a friend because I couldn't enjoy a 4-speed car anymore and he was looking for a big block Vette "*that he always wanted*". He hot rodded the engine, put in a new clutch, and other non-cosmetic stuff and did a bunch of damage to the car's originality.

Long sad story, best told over some beers. Then, he called me one day and asked if I knew anyone who might want to buy it because he was "*done with it*", as he put it. Pat insisted that we buy it back although I'd already spent the money from selling it originally to get the 82 Vette with an automatic that I could drive safely.

So, I financed repurchasing my old Vette back and brought it home and parked it in the garage even though I still couldn't enjoy it anymore. But it made Pat happy. Now Lisa insists that I keep it and she's offered to drive it now and then for me. (WTF)???



Mid Engine Monthly Update: What is New With The C8? Specifically the ZR1?

By John Elegant, MidEngineCorvetteForum.com

E-Ray "Speed Model"

GM's E-Ray speed model for new owners is very cool! One of the first MidEngineCorvetteForum members to get their E-Ray noted that on the model, "instead of body color, the model is clear and you can see the ICE engine and electric motor and axles as well as the spine where the batteries are located. Great! My name and VIN are printed on base." The base for the model is in the color of the exterior of the car, so it glows through the translucent model as shown below in another MECF member's model of her Red Mist E-Ray.



E-Ray Production Ramp Up

We are starting to see some stronger daily production numbers for the E-Ray. Recently, in one week, a record 117 E-Rays were built. This was significantly above previous weekly averages and probably will continue to be. As of right now, just over 600 E-Rays have been built, with daily production numbers averaging around 12 per day. We are estimating the end of this model year's production to be the beginning of September. This first model year will probably result in around 1,000 E-Rays being assembled.

Tony Roma Becomes 6th Exec Chief Corvette Engineer In August

Executive Chief Engineer Tadge Juechter retires on July 30th, completing 47 years of exemplary engineering and outstanding Corvette Team leadership. For the history buffs, Tadge became the fifth Corvette Executive Chief Engineer in 2006. **Tadge, thank you for being a great leader and a terrific Corvette engineer! And a good guy we fortunate got to know along the way.**

August 1st, Tony Roma takes over as our new Executive Chief Engineer. Where to begin about Tony's credibility and completely relevant experience, other than to include the following facts... He is a Level 6 Corvette test/race driver, having done over 1,500 laps at the Nurburgring in races (as well as completed 100+ races here). He worked as part of Corvette powertrain team earlier in his career; he personally owns 4 Corvettes; and he comes from Cadillac, where he held a similar Executive Chief Engineer position.

Perhaps most importantly, he is described by many who know him both professionally and personally as a brilliant engineer, a gearhead, and great person to talk and hang with.

Much more about Tony is here: bit.ly/4bcaaoQ



2025 Corvette Order Guide Available

GM promised us a couple of months ago that they would share the 2025 C8 Order Guide on June 10th...it actually came out a little earlier. My favorite page that I look at each year is the one that lists all the changes for the upcoming model year, (ie: the “New For 2025” page). The complete list of changes and details are here:

[2025 C8 Order Guide is Out - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/2025-C8-Order-Guide-is-Out-MidEngineCorvetteForum.com)

Other than color changes, they are very small in number and importance. However, we still await 2025 pricing increases. Pricing details are coming, though again, we do not know when GM will release them. The expectation is that 2025 pricing is released before the first July 18th, 2025 ordering cycle first begins.

As noted above, we believe that the start of 2025 model year production would be Monday, September 9th. But as GM often does, it could move a little to reflect incoming supply chain issues. To accomplish getting the new orders in on time, most importantly gathering all the 5,000 parts to build each Corvette, our best estimate is that the first announcement to dealerships of their initial 2025 allocations would occur on July 18th, with the first official orders going in July 25th. But again, schedules might adjust a little from these estimates.

The Early End of Seven 2024 “Going Away” Colors, Yet Three New Ones For 2025

As far back as the NCM Bash in late April, GM was aware that they were going to eliminate seven colors from 2024. Yet, the first two that were officially/publicly shared as “no

longer available” were just told to us via the May 30th constraint list, (ie: Amplify Orange and Accelerate Yellow). Then we learned a couple of days later that all seven of these colors could no longer be ordered nor are available in any way, (ie: Cacti, Carbon Flash, Hypersonic Gray, and Ceramic Matrix Gray).

At the Bash, the Corvette team presented three “new” colors. Interestingly, Sebring Orange returns and it is identical (even having the same paint code) as was offered in 2020 and 2021. Competition Yellow is new - it is that “true yellow” that many have wished for. The surprise for some was and is Hysteria Purple Metallic. No interior colors are going away, but “Habanero,” a bright spicy orange interior, is coming, though only for “Level 3” trim interiors. Other than that, there are no new functional options nor even moderate changes for 2025..

The ZR1 is being revealed on July 25th!

So far, GM has released two very short video teasers on the ZR1’s reveal. Both are less than 30 seconds in length. The first one bore the tag line, “UNTHINKABLE”...little was shown within it. However, it sure developed EXCITEMENT! The second teaser, linked here, was also exciting, but reveals little else at first glance. It is just 22 seconds long and ended with this shot the word “Speed” added after the previous, singular first video word “Unthinkable.”

<https://youtu.be/Nn8b9j77ew0?si=rC6LFY1guL9DsQgT>



Does that mean the ZR1 has unthinkable 0 to 60 MPH speed or is GM referring to its quarter mile time or top speed? A few days ago, Corvette announced that July 25, 2024 was the ZR1’s reveal date.

That is all we have-we don't know where or how the reveal will take place, who is invited or if it will be public (similar to the Z06 reveal at the Peterson Automotive Museum in Los Angeles)? I have an idea - look at this link and see post # 4 to support my reveal location hunch:

bit.ly/3KV77a3

A very unusual comment about the reveal was one that Tadge made at the Bash. And considering that he loves future C8 variants "hiding in plain sight", might this mean an unusual ZR1 reveal? Tadge specifically said at the Bash, with a question mark tone at its end, "*might it be a reveal of a reveal?*"

That leads me to think a surprise is coming at the reveal. What I think we will see is a complete ZR1, but the Corvette team will only share about two-thirds of its specs.

Meanwhile, ZR1 mules have been seen and are still being spotted. Recently, they were caught testing with a Ferrari SF 90 Stradale in Ohio.

[ZR1 Caught In Final Validation Drive - MidEngineCorvetteForum.com.](https://www.midenginecorvetteforum.com/threads/zr1-caught-in-final-validation-drive-2024.1000000)

Since then, we have confirmation that there were at least two ZORA models testing alongside the ZR1 and the Stradale.

We think the 2026 model year will bring forth a brand new 33" single IP screen for the C8 - a screen which will have GM's next generation Super Cruise. Most believe that a major change would coincide with the end of the "Great Wall of Buttons." That change has been confirmed by more than a few sources, including some "BGA eyes." We also know, through two other A+ confirmations that the ZR1 will be very late appearing. Will it appear so late that it becomes a 2026 model?

Earlier, we learned that its V8 will be called an LT7. We got another round of confirmation that it will get a twin turbo with at least 850 horsepower. Recently, we got confirmation that its RPM red line will be quite a bit less than the 8,600 of the LT6. At this time, the best estimate is that the LT7's red line would be around 7,250 RPM. Rumors are all over about ZR1 pricing, but none have been less than \$149,995 MSRP. Some have ballooned to \$199,995. Will we learn that at the July 25th reveal?

Stop Sale On Some 2024's

GM has been forced to temporarily stop the sale of many yet-to-be-delivered 2024's, due to failure of the side seat belt retractors to release (that allows the driver and/or passenger to pull it out of its retractor and connect it). The number of those affected in total is 13,464 - though almost all were earlier delivered to customers; it is estimated that the last 600 are currently stop saled, e.g., currently

at dealers . How soon the manufacturer can fix the defect and then send them to GM for repairs is not known. Thankfully seatbelt replacement in a C8 is a simple and fairly quick repair once the new parts arrive.

Thanks for reading. I sure hope your summer is off to a great Corvette driving and adventuring start. John

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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**

