



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 5 MAY 2024



WVCA President
Kelly Smothers

INSIDE THIS MONTH

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This month marks the second time since I became President of WVCA that our association has hit the 100 member mark. That number seems to eb and tide with each dues year. Which brings me around to why do corvette owners join or not join clubs? While I have only been a Corvette Owner for 10 years, I have been very active with corvettes since I joined this club. As many of you know. After much thought and effort to grow our organization I have made a couple observations on why people join and or don't join clubs.

Did you decide to join the club because you saw a line of 15 corvettes cruising down the highway and said, wow, that would be fun? Did you join the club because you said hey, I have this clunk in my C7 every time I hit a bump, and being the Google Ranger that you are wanted to attempt to fix it yourself and or a dial-a-friend to make sure you are headed in the right direction with your repair attempt? Maybe you need a little more social time in your life? Or perhaps like me, like food? (my own little joke about a food club with a corvette habit).

Maybe you like nice vehicles in general, and taking a relaxing day at a local car show, showing off your hard work on your personal car and walking around admiring what others have done to their little 'precious' garnering ideas for future modifications as you go is your idea of a good time. Sitting under a pop-up, reading a good book, or like me, talking to parents and handing out hot wheels to well mannered children all the while speaking the gospel of getting your kids into cars and they will not have money for drugs ;) speech. It's the little things.

Corvette owners often join Corvette clubs for a variety of reasons: **Community and Camaraderie:** Being a part of a Corvette club allows owners to connect with like-minded enthusiasts who share their passion for the car. It provides a sense of belonging and camaraderie. WVCA Board of Directors scours the internet for local events to attend and shares that through our meetings, newsletters and through our Facebook group.

Sharing Knowledge and Tips: Corvette clubs offer a platform for owners to share maintenance tips, performance upgrades, and other valuable information about their vehicles. This can be particularly useful for newer owners or those looking to enhance their driving experience. Our Facebook group has quickly become not only a location for community and camaraderie, but also a place to ask questions and receive feedback. Of course, you can always ask a member about their toy, as many members have a lot to offer. And what I have found out is many of our folks have had several different series of these cars and have a breadth of knowledge that you can tap into.

Access to Events and Activities: Many Corvette clubs organize regular meetups, cruises, car shows, and track days where members can showcase their vehicles, socialize, and participate in various activities related to their shared interest in Corvettes. See community and camaraderie above as this area really falls into that category as well. (CONT. P. 5)

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

President/Webmaster: Kelly Smothers

US Bank Controlling Party

971-241-3953

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OR

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Historians: Steve Sims/Gary Hill

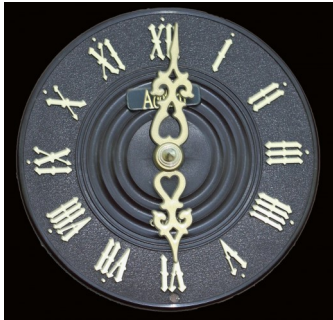
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Member-at Large: Dave Schwerdt

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WVCA MEETING MINUTES

April 4th 2024

Meeting called to order 6:30 PM

No new guests were present

50 50 drawing, tickets have been passed around.

New Members to vote in: None

Birthdays:

Thanks to Dorothy for getting the Birthday's together for FaceBook.

Rob Louthan	05/02,	Terry Maness	05/07,	Brent Wilson	05/08,
Bob Koenig	05/11,	Randi Wells	05/13	Kathy Bond	05/14

John Eaton	05/15,	Paul Ennor	05/16,	Sid Wells	05/20,
Larry King	05/27				

Approval of Minutes: Having no corrections offered, the minutes are approved as distributed/corrected.

Treasurer's Report, Dr. Wilson

Balance in Checking	\$ 4,700.97	
Petty Cash	\$ 130.50	
Savings	\$12,436.81	(\$ Jan \$0.52)
Interest, Feb \$0.50)		
Total	\$17268.28	

Motion to accept the Treasurer's Report: Motion was made by Shane and seconded Julie to accept the Treasurer's Report. All in Favor : passed.

President's Report:

If you would like to volunteer for Events or cruises please see Kelly. Currently folks are interested in the association and we currently have 100 paid members. Business Cards are available if anyone wants some.

Vice-President's Report:

- May 11th Cascade High School Car Show - 9:00 - 2:00
- May 18- KeizerFest parade. Staging at Kreger's: 2521 Suffolk Lane NE, Keizer Email wjkreger@comcast.net

May 19 - Brothers Collection will be open for the Oregon Police Officer Association Fundraiser <https://bit.ly/4aBc2aO>

December 7th Christmas Dinner Roths. Christmas Dinner – Roth’s Booked for 12-7-2024 Dinner, Gift Exchange,

We are also taking Names for Monthly Cruises for ~~Sunday, May 19th - O.P.O.A.~~ ‘24, Let Joe Know if you want to lead a cruise.

- 24 - 27 May - Big Sky Corvette Meet Missoula Mt.
- May 27 - Mary’s Peak Cruise - Meet @ Linn Benton Community College @ 10:00
- Starting May until August (31-May, 28-June, 26-July, 30-August) Stayton’s Last Friday TGI Friday - Cruise in - 3rd Street in Stayton - Enter from Washington Street
- June 2 - The Gut Car Show - 8:00 am - \$15.00 - 1330 Hall Street NE Salem Or
- 🚩 June 8 - Paralyzed Veterans of America - June 8 - Brooks Car and Motorcycle Museum @ 9:00 am \$15:00
- June 15th – Club Picnic Wayne Kreger – WVCA BBQ Pit Roast
- 22-June - Carlton fun days car show - Carlton Or.
- 23 - June Perfume and Exhaust all girls cruise NO BOYS ALLOWED \$5.00 10:00 Walery’s Pizza
- 28 - 30 June - High Desert Car show Bend Or
- 29-June - Sweet Home Sweet Ride Car Show - Sweet Home Or
- July 13- Vets and Hops
- July 14 - Springhill North Albany Car Show - Gates Open @ 8:00 \$25,00 Registration Fee
- 🚩 July 19 - 20 - Cascade Corvette Club, Corvette’s at Kendall (Andrea and Kelly will be judging)
- 26 - 27-July - Spokane Glass on the Grass - Spokane Wa.
- 27 July - Brent Strohmeier Memorial Car Show - Sunrise Park in Sublimity
- 🚩 August 10th, Corvette Day, Portland Cars and Coffee/Sherwood, Langers
- August 17, 2024 - Endless Summer Cruise In - 9:00 - Ilani Casino Cowlitz Way, Ridgefield Wa.
- The end of August Caravan to Bowling Green. The Assembly Plant will be open. NW Caravan August 22-28, 2024 Bowling green 29-31 August.
- We are taking names now for Jacket Night Hosts in 2024, so if you want to host a particular night May has come open, and December is still available. Contact Joe Peters.

Committees:

SACC, Cherry Blossom Festival wrap up – no comments

NWVCMM Representative – Wayne Kreger – no comments

Picnic – Wayne’s 6/14 (preparation) -6/15 (Actual Picnic) Pig and Beef

Bowling Green update: Larry Raaf - Caravan August 21-24th to Bowling Green

Old Business - Joe name tags and WVCA Polo Shirts are still available to order:

Polo \$28.00

Hats \$18.00

This is will the club discount of 20%.

New Business. - Proposed by-law addition Use of Club Personnel Roster

The Club Personnel Roster, which includes the names, contact information, shall be maintained by the Secretary/Treasurer and used exclusively for the purposes of club administration, communication, and event planning. The roster is to be kept confidential and may not be shared outside of the club or used for other purposes than club business without the express written consent of each member listed. Any member who misuses the roster or violates the privacy of other members will be subject to disciplinary actions as outlined in the club By-laws.

Tech Time: Several members spoke up regarding additions to their cars.

Good of the Order: None - **Corvette Trivia:**

#1 2018 new Trim? Grand Sport Z06 #2 What are the new features on the steering wheel? Carbon Fiber

\$157 collected and Club Gets \$67 and each winner get \$45. Alex \$45.00 Julie \$45.00 Adjourned 7:30

Celebrating Sixty-Five Years of American Muscle:

The 2018 Chevrolet Corvette Carbon 65 Edition

Greetings Veters: this month a look at Andrea's new toy #588 of 650.

Introduction

In 2018, Chevrolet marked the 65th anniversary of its iconic Corvette with the release of the Carbon 65 Edition, a limited-production model that pays homage to the rich history of one of America's most beloved sports cars. Limited to just 650 units worldwide, the Carbon 65 Edition combines distinctive styling with the high-performance pedigree that Corvette enthusiasts have come to expect.

The Genesis of the Carbon 65

The idea for the Carbon 65 Edition was born from a desire to celebrate the Corvette's long-standing legacy in a unique and compelling way. By integrating carbon fiber elements both inside and out, Chevrolet created a package that not only enhances the aesthetic appeal of the Corvette but also nods to the technological advancements in automotive materials.

Exterior Features

The exterior of the Carbon 65 Edition features a new Ceramic Matrix Gray Metallic paint, a color almost exclusive (some Z06s) to this limited edition. The striking look is further accentuated by visible carbon fiber components, including a new carbon fiber rear spoiler and quarter ducts. The edition also sports special edition door graphics and distinctive 19-inch front and 20-inch rear wheels in a carbon flash finish. The effect is a Corvette that looks as fast and fierce as it drives.

Interior Enhancements

Inside, the Carbon 65 Edition does not disappoint. The theme of carbon fiber continues with a carbon-fiber-rimmed steering wheel and new carbon fiber interior trim. The seats are wrapped in Jet Black suede with blue stitching, which not only enhances comfort but also adds a touch of exclusivity and luxury. Each Carbon 65 Edition model features a unique plaque denoting its limited-edition status, reminding the driver and passengers of the car's special place in Corvette history.

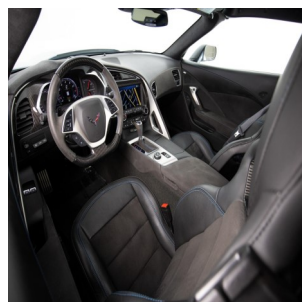
Performance and Handling

Under the hood, the Carbon 65 Edition mirrors the performance capabilities of the standard Corvette models, offering a choice between the 460-horsepower LT1 V8 engine in the Grand Sport and the supercharged 650-horsepower LT4 V8 engine in the Z06. Paired with an available 8-speed paddle-shift automatic transmission or a 7-speed manual, the Carbon 65 Edition delivers exhilarating acceleration and precise handling. Enhanced features such as Magnetic Ride Control and a specifically tuned suspension ensure that the Carbon 65 Edition is as much a joy to drive as it is to behold.

Collectibility and Legacy

With only 650 units produced, the Carbon 65 Edition is a collector's item for Corvette aficionados and sports car enthusiasts alike. Its rarity and unique features make it a standout model that celebrates the Corvette's illustrious 65-year history. As a symbol of American sports car heritage, the Carbon 65 Edition holds a special place in the heart of the Corvette community, representing a proud past and a promising future of innovation and excellence.

Please welcome the 2018 Chevrolet Corvette Carbon 65 Edition (A8) to our WVCA family. As you know it is more than just a car; it's a celebration of 65 years of performance, style, and technological advancement. It offers a unique blend of exclusivity and performance that only a Corvette can deliver. As Chevrolet continues to push the boundaries of what's possible in a sports car, the Carbon 65 Edition stands as a testament to the brand's commitment to excellence and its revered place in American automotive history.



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Technical Support and Resources: Clubs often have members with expertise in Corvette mechanics and customization. This can be invaluable for troubleshooting issues, finding rare parts, or getting advice on modifications. This category fits into the technical above as well. There are several resources for working on our corvettes on the internet today. So many sources that it can be overwhelming to know where to start, and or who to believe. It's sort of like the old adage, no question is a stupid one. What I have found is to ask a question and everyone is willing to help with a proposed solution. Especially if they have run into that problem before. Another adage, experience is the best teacher.

Discounts and Special Offers: Some clubs negotiate discounts with suppliers, mechanics, or dealerships, providing financial benefits to their members. Most of our sponsors offer some kind of discount, but I am also a long time believer to ask for a discount, I mean they ask for a tip at the local fast food drive through now. Don't forget to ask for that Senior, AARP, Military, Club, Best looking Corvette Owner and so on.

However, some Corvette owners may choose not to join clubs for various reasons: **Independence:** Some owners prefer to enjoy their Corvette on their own terms without feeling obligated to participate in club events or adhere to club rules. Probably the number one answer I get when I tell people about WVCA. I don't do clubs. Cool. Then the same person posts in our Facebook group that they need help with their car. hmm. ;)

Cost: While many clubs offer value for money, there may be membership fees or costs associated with attending events that some owners are not willing to pay. The price of our membership dues hasn't changed in years. I'm not even aware of the last time it went up. \$50 for a couple is a damn good deal in my opinion.

Time Commitment: Active participation in club activities can be time-consuming, and some owners may prefer to allocate their time elsewhere. Here is my counter. For members, most events are come as you are, fit in where your schedule permits. We offer Jacket Nights (food), short cruise events, overnight destination cruises and activities. These activities are usually scheduled at least three months or more in advance to allow adding them to a busy schedule. It's your club, what do you want?

Geographical Constraints: Not all Corvette owners live in areas where there are active Corvette clubs nearby, making it difficult or impractical to join one. In our home, we have both commuted to Salem and Portland for nearly our entire careers. That commute is generally in the neighborhood of 60 minutes one way. Yes, that is a long way, and why we attempt online meetings (even though the audio for a room with 35 people can make it hard to hear any questions/comments from the audience.

Personal Preferences: Ultimately, joining a club is a matter of personal preference. Some owners may simply not feel the need or desire to be part of a formal Corvette community.

If I may, I ask you to tell me what you want from our membership at Willamette Valley Corvette Association? Send me an email president@willamettevalleycorvettes.com or kjsmot hers@gmail.com and let me know if there is something we are missing with regards to your membership and its value to you.

What is the origin of May Day?

International Workers' Day, also known as **Labour Day** in some countries^[1] and often referred to as **May Day**,^{[2][3]} is a celebration of [labourers](#) and the [working classes](#) that is promoted by the international [labour movement](#) and occurs every year on 1 May,^{[4][5]} or the first Monday in May.^{[6][7]}

Traditionally, 1 May is the date of the European spring festival of [May Day](#). The [Marxist International Socialist Congress](#) held in Paris in 1889 established the [Second International](#) as a successor to the earlier [International Workingmen's Association](#). It adopted a resolution for a "great international demonstration" in support of working-class demands for the [eight-hour day](#). The 1 May date was chosen by the [American Federation of Labor](#) to commemorate a general strike in the United States, which had begun on 1 May 1886 and culminated in the [Haymarket affair](#) four days later. The demonstration subsequently became a yearly event.^[5] The 1904 [Sixth Conference of the Second International](#), called on "all Social Democratic Party organisations and trade unions of all countries to demonstrate energetically on the First of May for the legal establishment of the eight-hour day, for the class demands of the [proletariat](#), and for [universal peace](#)".^[8]

The 1st of May, or first Monday in May, is a national [public holiday](#) in many countries, in most cases known as "International Workers' Day" or a similar name. Some countries celebrate a [Labour Day](#) on other dates significant to them, such as the [United States](#) and [Canada](#), which celebrate [Labor Day](#) on the first Monday of September.^[9] In 1955, the [Catholic Church](#) dedicated 1 May to "[Saint Joseph the Worker](#)". Saint Joseph is the [patron saint](#) of workers and craftsmen, among others.^{[10][11]}



C-5 CORNER BY KENT MUHLE

Flatties to EV's: Are we losing the soul of Hot Rodding?

I appreciate technology probably more than most. As Paul wrote a few months ago, he's more Harley Earl, and I'm more Zora Arkus Duntov. I know he's not totally Harley, cuz there is no way he would have bought his first Corvette, a 73 big block 4 spd, if it had a 6 cyl wheezer backed by a powerglide. Likewise, if the AmishVette looked like a Pontiac Aztec, it wouldn't matter how fast it was, I'd never own it. Today the tech in modern cars seems to be accelerating at a blistering pace. 500HP isn't that big of a deal anymore from the factory, and a new Honda Civic Type R will out corner and out-brake any stock C3. Tires have improved so much since the 60's that the little 4cyl turbo will go 13.5 @ 106 in the quarter mile, compared to the C3 427 435 HP cars that Car and Driver took to a 14.1 @ 102. Oh yeah, the Civic will also pull 1.02 G's on the skid-pad. But which would you rather drive?

Back in the day, when flatheads ruled, and you could identify cars from miles away, hot rodders wrenched on their own stuff, partly cuz it broke a lot, and partly cuz the whole idea was to personalize your car to suit you. Cars then had real personalities, and sometimes had to be coaxed into running properly, or running at all. Speed shops were everywhere, and you could build a car for not much money.

My first fast car was a 1970 Road Runner I bought in 1973 while a senior in high school. I sold shoes at Kinney Shoe store, and that gave me enough money to make my car payments, my insurance payments (which were more than the car payments) and have enough left over to buy go fast stuff once a month. That car had LOTS of personality, and being a Mopar, was very moody requiring many conversations with it, usually beginning with "please start", and occasionally "please stop!"

One of the things technology has brought us is an in-

credible amount of safety. Something we never really thought about back then. I watched a documentary about Formula 1 racing in the 50's and 60's, and there was a scene showing teams working on the cars in the pits in flip flops, short pants, and were either shirtless or wearing a t-shirt. Nobody had gloves, hearing or eye protection. Technology has also given us reliability to go along with speed, handling and braking. In the 70's and 80's I had several cars that had over 500HP, and I rarely ran into someone on the street that could hang with me. Today you can buy new cars off the lot with MUCH more power than that, with good reliability, decent fuel economy and a factory warranty. For car guys (and gals) this is a great time to be alive!

Not all is great with improved tech however. I think in most cases tech has civilized the driving experience too much which is fine for a family car, but takes the teeth out of a sports car. Traction control, stability control, ABS are all useful things, but I prefer the feeling of finding the edge on my own. I know a DCT is faster than a manual transmission, but the joy of skillfully executing a perfect heel and toe downshift keeps me in cars with three pedals. Pounding down a twisty mountain road constantly working the pedals and shift lever gives a feeling of engagement not attainable with an automatic. Not only that, but the rawness of a less advanced car makes it feel faster, and that is a huge plus for me. On a race track give me all the tech. On the street, I prefer rawness to comfort, and an engaging driving experience. Like they say, "if your car doesn't scare you a little it's not fast enough."

Technology has now brought us fully electric cars, and some of them are frightfully quick, but I love the sound of exploding fuel/air mixtures too much to go full EV. For me, a car that is too safe, has too many "nannies", insulates you from the road and has no sound has no soul. Give me a car that feels and sounds like it wants you to raise a little hell and I'm a happy guy.

Till next month, get out and enjoy your car. 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.



Let's Get Out There - Continued from April

by: Paul Ennor

Last month in this column I suggested a few drives that you might want to try, all of them fairly close to or in the Willamette Valley area. This month let's look at some more drives throughout Oregon that you may want to consider. Some of these will take

you out well past what would be considered as day trips, but Oregon is a big State, so pack your tooth brush, a full tank of gas, take some cash and let's hit the road.

Trip #1:

This first trip will be the shortest. Start out from Salem, drive out to Silverton and from there head north to Mollalla and from there continue north on to Estcada. Follow the signs to Sandy on US 26. Then go east to Government Camp at the base of Mt. Hood. If you're so inclined take a side trip up to Timberline Lodge. There's food there or just enjoy the views, take pictures and learn the history of this depression era ski lodge. Head back down to Hwy 26, go east to the junction with Oregon Hwy 35 and take 35 towards Hood river. I'm going to share an old story here that shows what not to do along this route especially if you are going to lead a Corvette tour.

I had been president for only a short time when the Club decided to go on a tour to Mt. Hood. The tour went up through Molalla and Estacada to Government Camp where we had lunch. During lunch we decided that there was plenty of time and it might be nice to go home down the Hood River Valley. It was late summer and the apple harvest was starting. Some of the members wanted to buy some fresh apples, so they asked me to stop at an apple stand if I saw one open. I said that I would do that and we hit the road.

I was driving down into the Hood River Valley when I spotted a very large fruit stand on the left side of the road and it had a huge parking lot. I made a snap decision to pull in and fulfill my obligation to find the members some apples. I hit the left turn signal and the brakes at the same time. I didn't have much time to think about it or I'd miss the entrance. I pulled to the end of the parking lot and stopped, fully expecting to see a line of Corvettes parking behind me but the lot was empty.

I looked out toward the road and saw smoke, dust, and Corvettes everywhere except in the lot that I was in. I guess I didn't give them enough notice because none of them made that turn into the lot. They all over-shot it and had to turn around and come back. It was years before the ribbing about the "apple tour" quit coming up in conversations.

If you've made it into the Hood River Valley better than I did, a side trip to Parkdale makes for an interesting stop. There are a few interesting shops and eating opportunities plus rest rooms. Go back to OR35, drive north to Hood River, explore the town, there a lot to do here. Finally, get on I84 west to Portland and from here you're on your own to get home.

Trip #2 The trips get longer now:

Starting from Salem, cross over the river on Hwy 22. Turn onto Hwy 99W South. Stay on 99W through Rickreall go through

Monmouth on to Corvallis but keep going south on 99W. Oh, you can stop at any of these towns as necessary. Your choice. Keep going south on 99W, it will merge with 99E in Junction City but stay on 99, keep going through Junction City until you see Hwy 36 West. Turn west on 36 through the little community of Cheshir. Not far west of Cheshire find "Territorial Highway", turn left here toward Fern Ridge Lake and Veneta.

When you come to Oregon 126 at Veneta, either stop for a bite to eat or turn right toward Florence on the Coast. When you arrive in Florence find Moe's. I've found the Florence Moe's my favorite Moe's. Plus, you just can't beat Moe's for fish anywhere on the Oregon Coast. After lunch a short drive south on 101 to Honeyman State Park is worth it. You will have to pay a State Park day use fee but the sand dues are worth it. Yes, you will probably get sand in your Vette but that's what vacuum cleaners were made for.

At this point you could cut your trip short or keep going south on US101 to Reedsport and from there OR38 East is a scenic drive back to I5 eventually or go North on 101 to any number of east/west routes and head home through Eugene, Corvallis, or just Lincoln City to Salem. But if you have time and remembered your tooth brush and Pajamas keep on going South to Coos Bay. You'll find a large casino in Coos Bay with good lodging and entertainment.

A side trip from Coos Bay to Shore Acres State Park is well worth your time. If you choose to make this trip during the Christmas Season you will find Shore Acres has a stunning Christmas light display. The best way home from Coos Bay is to go a short way back north to OR28 and take that road East through Elkton and Drain to I5, where you're on your own again to get home.

Trip #3: Explore Northeast Oregon

This is a long long trip, but I love this part of Oregon. Just hop on I5, head to Portland and from there take I84 East a long way. All the way to LaGrande. At LaGrande exit the freeway, take OR32 to Enterprise. What's special out here?

The views of the Wallowa Mountains. They are known as the Alps of Oregon. The Wallowa Valley is SO beautiful if you are like me you'll stop every 3 minutes to shoot more pictures.

Keep going all the way to Joseph. This little western town has been transformed by the arts community into one of the premier artist colonies in the country.

If you like that sort of thing you can waste days and untold dollars in Joseph. Just a few short miles on OR32 will take you to Wallowa Lake. There's nice State Park here. And a cable tramway to the top of Chief Joseph Mountain. There's a restaurant at the top of the tram. I highly recommend that take it to the top unless you are afraid of heights. The views are stunning.

Once again I've gotten you to one of my favorite places but left you on your own to get home. There are many ways back to the Valley, I84 of course or go on to Baker City, visit Sumpter and the Oregon Trail center. You'll find many roads options to explore out there. I prefer to go on east on I84 to Ontario, take US20 to Bend or US26 through John Day and Prineville and from there keep going West to the Willamette Valley.

None of these are short routes but I love Eastern Oregon's wide open spaces. Just make sure you have plenty of gas, some water, snacks, and other survival supplies. Distances are long and services are few out here.

2024-25 Standing Committees

Carousel III Glass on the Grass Car Show for 2025

Kelly Smothers (Chair)

Andrea Smothers, Shane & Andrea Massey, Joe & Pat Peters, Wayne & Janet Kreger, Julie Hughes, Dave Schwerdt, Dru & Gary Hill, Al Manrubia, Dana Malby, Tom Paddock, Nick & Martie Valenzuela, Larry & Cathie Raaf, Steve Sims, Buzz Blogg, Chris Roethlin, and organizer Extraordinaire Kent Muhle.

Budget

Brent Wilson (Chair)

Activities

Joe Peters (chair)

Kelly Smothers, Joe & Pat Peters

Social Media Committee

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

**Place
Stamp
Here**

