



CORVETTE ASSOCIATION

GLASS SASS

VOLUME 47, ISSUE 11 NOVEMBER 2024



WVCA President
Kelly Smothers

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Greetings, Willamette Valley Corvette Association members!

As we approach the end of another year, I would like to take this opportunity to reflect on the past year and share some plans for the upcoming year.

2024 Highlights

- We presented over 60 events for our members to participate in.
- We ate a lot of food. Jacket Nights all over the Valley, cruises to Bend, Pacific City
- We welcomed many new members to our club, and it was great to see so many new faces at our events.
- We had the opportunity to participate in Parades, and over 25 car shows.
- Santa Cruz Breakfast at the firehall in Stayton, bring an unwrapped toy, December 7th.
- Christmas Party on December 7th

2025 Plans

Club decided to not hold a Car Show in 2025.

We will continue to offer up potential activities that we hope will fit into your calendar. Car Shows, Cruises, destination overnight cruises, parades, support of local high school homecomings.

I hear Cowboy Dinner Tree is going to be on the menu this year. (Slow down Brad, said no one ever).

As I come to the end of my fourth term as your president. I am looking forward to concentrating on my other duties and look forward to seeing what our next board of directors comes up with. I have been honored to serve as your president. In my time as president we have grown membership considerably. Your board of directors have worked tirelessly to bring you events and opportunities for involvement with other local Corvette enthusiasts.

There are so many people that make the club function, Special thanks to Joe and Pat Peters, who have driven all of the Northwest with Andrea and I on our shenanigans. Julie and Dave Schwerdt, for keeping things moving at meetings, Brent Wilson for keeping me on track and making sure we have that extra fifty cents per month. Photography from Gary Hill and Stephen Sims and lastly, Buzz Blogg for keeping our roster up to date, and keeping the Glass Sass Newsletter coming out every month (mostly putting up with my late entries every month).

And a special thank you to my wife Andrea, who said in the spring 2018, get rid of that Corvette or join a club and do something with it.

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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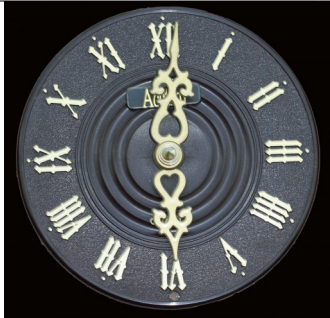
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WVCA Meeting Minutes

November 8th 2024

Meeting called to order 6:30 PM

6:30: CALL TO ORDER: Kelly· Recognize New Guests and Introductions: **Jeff C8**

Vote New Members: **Voted in Gary and Bonnie Lawrence**

Birthday Announcements:

Harriett Savage 11/02

Roger Burgess 11/04

Brenda Kirasich 11/07

Dana Malby 11/09

Joe Peters 11/20

Approval of Last Month's Minutes: With no (further) corrections minutes are approved.

TREASURER'S REPORT: Brent

Dues are due \$35.00 Single and \$50.00 for a couple.

Balance in Checking	\$ 3,802.02
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Petty Cash	\$ 171.00
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Savings	\$12,940.35 (Int \$0.52)
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TOTAL	\$ 16,913.37
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Treasurer's Report is approved

PRESIDENTS REPORT: Kelly

October Dues are due for 2025. \$35 for singles and \$50 for couples.

Budget for 2025

Proposed WVCA Budget January 1st, 2025 through December 31st 2025

Club Expected Revenue:

Projected Member Dues (99) Members	\$2,140.00
50/50 Drawings	\$ 900.00
Total	\$3,040.00

Club Expenses:

Crossroads Ins – Liberty Mutual GL/D&O	- \$ 705.00
PowerLand Membership	-\$ 100.00
PO Box Rental	-\$ 168.00
Oregon Nonprofit Registration	-\$ 50.00
Salem Auto Club Council	-\$ 40.00
Web site host/domain reg 2025	-\$ 288.00
Web site software i.e. updraft, wpbakery	-\$ 100.00
Corvette Canteen	-\$ 100.00
KeizerFest	-\$ 35.00
Oktoberfest	-\$ 60.00
Roth’s Catering (Christmas Party)	-\$ 350.00
Assn Activities – (Christmas/Picnic)	\$1000.00
Memorial Fund	-\$ 200.00
Printing and Copying	-\$ 100.00
Office Supplies	-\$ 100.00
Display update / Award Gift	-\$ 100.00
PresidentsFund picnic/club related activities	-\$ 200.00
Total	-\$3686.00

NET -\$ 646.00

VICE PRESIDENT’s REPORT: Joe

November 20th Jacket Night Maggie Cosart Roadhouse Grill on Lancaster

December 7th Santa Cruise an unwrapped toy 8:00 Firemens breakfast.

December 7th Christmas Dinner at Roths.

Games, Gift exchange, Christmas Outfit, Table Decoration and Turkey and Prime Rib Dinners

COMMITTEES REPORTS: · SACC – No Report Bowling Green Update: No Report

OLD BUSINESS: None

NEW BUSINESS: None

TECH TIME: Dave bought 1979 Black Corvette to restore

Brent 2001 Triple Black

GOOD OF THE ORDER: None

50/50 DRAWING: How Much to the club \$83.00, how much to the winners \$41.00 each.

Corvette Trivia! 1 ticket each question

1. Who designed the C4 Corvette – Dave McGullen No Winner

2. What was the major change from the C4 Corvette Plastic Body No Winner

\$41.00 Robert

\$41.00 Roxy

ADJOURNMENT: 7:15

Route 99 for dinner after the meeting.

America first called for a national day of thanksgiving to celebrate victory over the British in the [Battle of Saratoga](#). In 1789, [George Washington](#) again called for national day of thanks on the last Thursday of November to commemorate the end of the [Revolutionary War](#) and the ratification of the [Constitution](#). And during the [Civil War](#), both the [Confederacy](#) and the Union issued Thanksgiving Day proclamations following major victories.



C5 Corner Bucket List

I'm sitting at my desk watching the rain and wind come in waves through the fog bank. Actually it's not fog, I'm at 1500' elevation and the low clouds today are starting at about 1400' so I literally have my "head in the clouds" which is defined as someone who is daydreaming, absentminded or unaware of what's going on, or thinking in an illogical or delusional manner. Sounds about right. Anyway, it's perfect weather to daydream, so here's what's on my bucket list today.

Item #1. Drive the AmishVette before I die. It's been over 2 years since he got hit, and the recovery process for both of us has been slow and painful. I saw him in September in his new color, and at the time there was still plenty of work to be done but we thought he might be ready for his public debut by the end of October. When that didn't happen, we decided to hold off until spring and spend the winter doing more custom work in the engine compartment and interior. Hopefully by then I'll be done with my most recent round of physical therapy, which has been designed to help with my balance issues.

Item #2. Join the caravan to Bowling Green. I love road trips, especially with a bunch of Corvettes! Nick and Martie Valenzuela kept us up to date on their trip this year, and it looked like a huge amount of fun! First things first though, please refer to Item #1.

Item #3. Go to Speed Week at Bonneville. Land speed racing has always captivated me, and I can vividly remember following Craig Breedlove and Art Arfons trading records in the mid 60's. Those that remember the era will recognize this quote from Craig after his parachute failed at 500 MPH, knocking down two telephone poles and landing in a brine lake. "And for my next trick, I'm going to light myself on fire." The sheer variety of cars and bikes that run during speed week is truly spectacular, including everything from tiny 2-stroke bikes to jet cars. Hearing the sound of a big V-8 at full throttle for a few miles is amazing on TV, should be life altering in person.

Item #4. Drive 200 MPH. If I was younger and had a BUNCH more money I'd love to do that in the Amishvette! We've been up to 165 twice, and could probably top out at 180ish. A stock C5 can do 172, but with more power and a higher red-line in the Amishvette 180 is definitely within reach. At 165 in 5th gear, we were still pulling strong, just ran out of room. The difference between 180 and 200 is monumental, and would require different gearing, some aero tweaks and probably more power. Putting all that to the salt sounds like a ridiculous amount of fun! Item #5. Go to a Formula 1 race. Isaac and Lori Palmer attended the race in Austin Texas this year at the Circuit of the Americas, a track I'd love to drive on! (Can we call that Item #5.5?) Lori posted a list of things to consider before going, like how much a hat cost (over \$100 as I recall) and strategies to save hundreds of dollars on food, lodging and transportation. If I could afford it, the race in Monaco would be my number one choice though.

What automotive bucket list items do you dream about? Except for Item #4, I think I can complete my list. Realistically, the only way I'm going to make it to 200 MPH is in someone else's car. Anybody have a C8 ZR1 on order?

Until next month, enjoy your cars, and keep dreaming!

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.



Generations

By: Paul Ennor

This month I thought it might be interesting to examine the evolution and often times revolution that are the various generations of the Corvette. Because it just makes sense I'll start at the beginning.

C1 generation

The very first Corvette was almost an accident. In 1952 Chevy cobbled together a show car for its Motorama traveling exhibit. That Motorama car was nothing more than a hand-built fiberglass body bolted to a shortened 1953 Chevrolet passenger car frame complete with Chevy's venerable "stove bolt" in-line six and a power glide 2-speed automatic used in its passenger cars. The public loved the look of the little roadster. Public reaction was so good that Chevy decided to build a limited number of production versions for the 1953 model year. Three hundred were made by hand at Chevys Flint Michigan tech center.

A few were sold through dealerships and a few more found their way into the hands of celebrities like John Wayne. Initial reaction was mixed after owners started to drive them because what these cars were was still a '53 Chevy with a beautiful sports car body lacking such niceties as external door handles and roll-up side windows. Not to mention the anemic straight six/Power Glide drive train. Chevy decided to move Corvette production to a new factory in St. Lewis for 1954. But other than changing how the Vette was built nothing else changed. After only two years of production the Corvette was already obsolete and they were not selling well.

Then in 1955 two things happened. First Chevy debuted it's all new 265c.i. V8 and decided to drop it in the Corvette along with a 3-speed transmission. This was Corvette's first revolution, sort of, because the old six/Powerglide combo. was still hanging on. The second thing to happen was over at Ford. Dearborn brought out the '55 Thunderbird. It was everything the Corvette was not. It was a comfortable ride and more modern styling. It had a powerful V8 standard, roll-up windows, and a removable hard top option. It looked modern next to the '55 Vette and the T-Bird sold like hot cakes while the Corvette only sold around five hundred. The Corvette probably should have been discontinued for 1956. But no, Chevy doubled-down on the Vette, redesigned the body and interior and added a standard V8 engine and transmission options.

But the old frame, suspension and basic 1953 suspension remained with only minor tweaks. Then in 1957 Chevy gave the Corvette something that nobody else was offering. A fuel injected V8 engine option and 4-speed transmission. Lower HP 283c.i. engines were offered too and the venerable but reliable Powe glide could still be ordered as an option. The Power Glide would actually stick around well into later generations. The '58 to 1962 models retained the original 1953 style chassis but every rear saw Chevy play with various styling changes. 1958 probably had the most chrome of any Corvette ever. Interiors were refined and engine/transmission options were offered in quantities we can only dream of today. By 1962 the Corvette began to show bits of the styling change that would show-up in 1963 when the rear deck design was changed. Engine size bumped up to 327c.i.

C2 generation

Here in 1963 the evolution of the Corvette became a revolution. It was all new everything except for the engine. The gen-1 small block remained as a 327 but that's all that remained from the last of the C2 Vette era though it could be ordered in numerous variants from pedestrian to all our race configurations, carbureted or Fuel injected. A brand-new cassis was developed with independent rear suspension. The frame was all new too. Lower, stronger and designed for performance. There was at least one hold over from the C1's. Drum brakes like the C1 had remained standard through 1964, in 1965 the Vette switched to disk brakes. Two body styles were designed. The roadster remained. Still with a soft top and hard top option. But an all new fast back coupe with a split rear window joined the Corvette line-up. Engine options abounded from mild to screaming, A new factory race option package called the Z06 with a 36-gallon fuel tank and fuel injected 327 was offered.

The Corvette had grown-up into a true sports car. Sadly, the evolution of the C2 generation continued only until 1967. In 1965 Chevy dropped in a 396c.i. big block into to Vette, replacing the 365hp fuel injected small block at midyear. This marked the end of Fuel injection in the Vette until 1982 but also marked the introduction of big block power in the Vette that would ultimately grow to 427 and ultimately 454c.i. in the C3 generation. With only a 5-year run the C2 gen-

eration sadly ended in 1967 making it the shortest generation of Corvette production, sort of, continue on to C3 to see what I mean. Today the C2 cars command some of the highest prices at classic car auctions.

C3 Generation

It's 1968, the summer of love and man lands on the moon. Oh, and the all new C3 Corvette arrives. Well, sort of "all new" but not really completely. Huh? You say? Well, the body and interior were all new, with a T-top coupe in place of the C2 hard top coupe and a roadster remained available until 1975 when the roadster was discontinued. The chassis, engines, transmissions offerings, suspension setup were virtually unchanged from the C2 cars. Over the life of the C3's, engine and transmission offerings were too numerous to list here. From huge big blocks like the ZR1 to anemic mid-70's smog era small blocks the variety was amazing.

On the transmission side, C3's saw every imaginable option depending on year. From the last Power Glide to 3-speed manuals, rock crusher 4-speeds, three and four speed automatics and the first overdrive automatics. It seems the C2 chassis setup was so good and versatile that it could accommodate almost unlimited different running gear configurations. It wasn't until 1980 that a small tweak was made in the rear suspension differential carrier assembly and spring. This was a mid-generation evolution that for better or worse changed the ride characteristics of those Vettes. In my opinion for the worse. The C3 generation lasted for a LONG time. 1968 to 1982.

During that run many evolutionary changes occurred. Most notable were eliminating the vacuum operated wiper door in 1973, and again in 1973 replacing the chrome front bumper with a body color urethane bumper and in 1974 when the rear bumper got that same treatment. On the inside things remained mostly unchanged between 1968 and 1977 with only a few minor evolutionary tweaks.

The most major evolution to the C3 came in 1978. The changes were mostly cosmetic. With the roadster discontinued after 1975 only the coupe remained. For the first time in Corvette history there was no drop-top model available.

The lines of the coupe were redesigned with a large fast back piece of rear glass added where the flat rear deck used to be. Inside the designers changed the seat design and the dash layout with a lot more plastic and less soft touch surfaces. Evolution to save money for GM I'm sure but nothing revolutionary. The C3 generation lasted until 1982, a year past its planned expiration date, making the C3 generation the longest running Corvette generation at a full 14 years. If you look at the basic chassis which was first designed in 1963 and last rolled off the assembly line in 1982 you are

looking at a full 19 years for that basic chassis system. A record to be sure.

C4 Generation

After 19-years without a substantial chassis change Corvette engineers went to work to design a whole new Corvette from the ground up. It was a revolution not an evolution. Well, mostly anyway, because the Cross Fire injection engine first put in the 1982 Vette was dropped into the all new 1984 Corvette which was originally planned to come out in late 1982 but was delayed until 1983 and then finally delayed again until 1984.

Evolution seems to be a lot easier than revolution. The 1984 Corvette was an awesome piece of engineering at least as far as handling and performance was concerned. The hold-over cross fire engine was somewhat disappointing. The all new electronic digital dash proved to be less than reliable and some 1984 owners found that it was not repairable, only replaceable at a hefty cost when it failed and fail it did, way more often than owners liked.

But like most new technology the factory engineers got it figured out after a couple of years. Actually, toward the end of the C4 generation Chevy returned to actual analog instruments on the dash which not only were more readable but more reliable too. By the end of the C4 generation in 1996 most of the bugs had been ironed out. Lots of engineering work went into the drive train of the C4's and the later versions had a much more pleasant ride.

In 1986 Chevy brought back the roadster after a ten-year absence from the Vette. Drop-top Corvettes were ecstatic. Though the C4 generation lasted in production for twelve years, it seems that the C4 cars are some of the more forgettable of all Corvettes. They were actually pretty good cars but lacked styling that made them stand out from other sporty cars of the era like the Trans Am and Camaro, all of which along with the C4 Vette shared the same side profile. They all kind of looked like a door jamb stop from the side.

The wedge shape of the C4 was dropped and a more rounded curved profile adopted. Eventually three slightly modified body designs were offered, a Coupe with a removable panel, a roadster, and a coupe with a fixed roof and slightly different B-pillar design. Inside everything was new.

The seats were easier to enter and exit compared to the C4. The instrumentation was given a 21st century vibe. And gone were the days when any shade tree mechanic with basic tools could fix and tune their own Vette easily. The C5 brought on full computer controlled everything.

CONTINUED NEXT MONTH



Mid-Engine Monthly Update: Latest C8 News, Info and Analysis

By John Elegant, MidEngineCorvetteForum

GM Said They Would “Go C8 Color Bold” in 2025!

Here’s a showroom-stock Z51 Corvette Stingray shared to us by Jeff “Zipity” Duda at his Ciocca Chevrolet dealership. These two colors placed together required a \$695 color override (Option “D30”) if you wish to duplicate it for your own custom ordered Corvette. Thanks to Jeff for showing us a Hysteria Purple Metallic with the Habañero interior. You can see a video of the car here: <https://youtu.be/xrThTGAQY2M?si=zXj1PID2x3g9KdF0>

By the way, this car inspired one of Jeff’s customers to confirm his tentative decision to choose both of these colors and after seeing this video and pictures. He just ordered an E-Ray from Jeff with identical exterior and interior colors.



ZR1’s Top Speed = 233.50 MPH

The 2025 C8 ZR1’s top speed was measured at the Papenburg, Germany track. The fastest single run was driven by GM President Mark Reuss. Six other GM test drivers were also able to very closely match that top speed. We learned two things about this amazing C8 ZR1 accomplishment. First, this is the fastest American production car run ever. And second, when other exotics are compared for top speed, some have clearly exceeded 233 MPH. But the average price of those who were able to exceed that top ZR1 speed was over \$2 million

each. Another triumph for our Corvette team! Lots more details and a video here: [233 mph - MidEngineCorvetteForum.com](https://www.MidEngineCorvetteForum.com)



Z06 News

Shipping has finally started on 2025 Z06’s. While the 2025 production year began on September 9th, the first 2025 Z06’s were not shipped until over one month later. They were built and held for a while at Bowling Green Assembly due to at least one part being “build shy”. As mentioned, one thing that might have caused this complete/shipping delay could have been a supplier quality control issue. At any rate, “happy days” for those 2025 Z06’s that are now leaving BGA daily.

Two C8 Technical Service Bulletins Announced

This past month, GM issued two TSB’s on C8’s. As MidEngineCorvetteForum has often done, both were first posted on our forum. The two are:

TSB on Coolant leak/fix: [TSB Z06 Coolant Leak - MidEngineCorvetteForum.com](https://www.MidEngineCorvetteForum.com)

TSB on C8 “whoosing sound”: bit.ly/4fhvCLI

Assembly Parts Ordering Constraints

Intermittent supplier issues caused C8 ordering and build constraints. We are now in the sixth year of C8 production, but supplier constraints are still an issue.

To be fair, these supplier delays are not just with Corvettes, but occur with most brands. For example, for our C8's, we typically continue to experience ordering constraints for different carbon fiber options and some wheel options. And this is a surprise in sixth year of production. Some moderate-sized dealers are struggling to order 1LZ interiors at times. It is truly an every "DOSP" (Dealer Ordering Submission Process) ordering cycle issue. DOSP is a two-week ordering cycle GM uses 95% of the time. Typically, dealers are told on one Thursday the total number of each model they would be able to order on the following Thursday. But they are not told the specific constraints. Constraints are given to dealers on the second DOSP Thursday.

Good news for the three new colors for 2025..., the middle of October ordering cycle marked for the first time this model year that all colors were available, including the re-introduced Sebring Orange color. One dealer who had many allocations was able to order Sebring Orange for every customer that wanted it. That color had been on total constraint since the first July ordering cycle. September 9th, 2025 marked the start of 2025 Model Year production. As Sebring Orange has been previously 100% constrained, there were quite a few orders he was able to place. Glad to see all of the new 2025 colors being approved for new orders.

Bowling Green Fire Department's Annual Stingray Raffle Car

The MidEngineCorvetteForum is proud to again join Mike Furman at Criswell Chevrolet and Bowling Green Fire Department in promoting their annual Stingray car raffle. Here's how you can win (1 in 911 chances to do so — and the car has VIN # 911). 2024 will be the Bowling Green Firefighters Association's 3rd raffle of the Chief 1 Edition! Click on the link to buy your raffle ticket and read how BGFDF supports the Bowling Green Firefighter's non-profit association and the Bowling Green Corvette community: bit.ly/3BW9N5T

Initial 2025 Production Versus Projected Yearly. And Where Were 2024's Sold?

In the first six weeks of 2025 production, there were 5,254 C8's produced. Of these, 4,001 were Stingrays; 1,025 were Z06's and 228 were E-Rays. These initial levels were, percentage-wise, 76%, 20% and 4% respectively. As a Corvette insider suggested, the likely ending of year total could be about 70% Stingrays; 20% Z06's; and 10% E-Rays.

I am sure you noticed that there are no ZR1 numbers in the above 2025 Model Year production estimates. The reason for this is that immediately after the ZR1's reveal on July 26th, GM's website stated that the ZR1 was to be

"Available Summer 2025." However less than two weeks thereafter and currently, it now states, "Available 2025."



Regarding last year's actual build rates, and recognizing that E-Ray production started a little late for the 2024 Model Year with a slow ramp up, the following were actual 2024 production numbers (courtesy of GM).

2024	Corvette	Breakdown
• Stingray	–	30,942 (72%)
• Z06	–	10,575 (25%)
• E-Ray	–	1,417 (3%)

Looking at the where they were sold, we thank CorvetteBlogger.com for the following: "From the total of 42,934 Corvettes produced, the breakdown shows US buyers received 37,234 (86.7%) vs Canada 3,334 (7.8%), Europe 1,072 (2.5%), Australia/New Zealand 662 (1.5%), Japan 411 (1.0%), Middle East 111 (0.3%), and Mexico 99 (0.2%)."

What We Know And Do Not Have Confirmed About The Changed 2026 Interior?

More than one year ago, the MidEngineCorvetteForum noted that the interior for the 2026 model year would be significantly different, e.g., modification of "the great wall of buttons." Could there be a return of C7's grab handle? Then a few months later, we learned more about a possible third major change—that the two IP screens could be merged into one.

Here are two key earlier threads with lots more detailed information:

[Wall of Buttons: Going Goodbye - MidEngineCorvetteForum.com](https://www.midenginecorvetteforum.com/threads/wall-of-buttons-going-goodbye-2026-interior.100000/)



What would be a report card on MECF 2026 interior predictions (we are now about 90% confirmation on these points)? MECF was spot-on over one year ago regarding a major change to the great wall of buttons and on a grab handle returning. But we were somewhat wrong in suggesting two IP screen would be merged into one. Finally, MECF predicted that some HVAC controls and other physical buttons would remain. That prediction is still on-target so far. Some suggested that the best place to look to see what the 2026 C8 interior might look like is to look at either the 2024 Blazer EV's connected two screens in one, or maybe the Chevy Traverse's 2025 IP screen.

It appears that the 2026 C8's interior will retain a lot of buttons for such things as separate HVAC controls, etc. But, without a picture leak, we are still thinking that it would be the 2025 NCM Michelin Bash before we see it revealed.

We remember last April at the Bash when Tadge hinted that the ZR1 this past summer might be "a reveal of a reveal." It's official reveal was July 26th. However, could the new 2026 interior be introduced at the same time as I believe the ZR1's MSRP would be shared in early 2025 at the same time, e.g., the new interior that would be standard in the rest of of the C8 models? If this were to occur, could a "Launch Edition 2025 ZR1" contain the new 2026 interior?

I sure hope your 2024 Corvette driving year so far was miles of smiles, that you had quite a few special Corvette adventures, events, and drives!

John Elegant

[MidEngineCorvetteForum.com](https://www.MidEngineCorvetteForum.com)

A few fun facts about the "Holiday" we are about to celebrate just in case you didn't know...

Which president refused to recognize Thanksgiving?

[Thomas Jefferson](#) was famously the only Founding Father and early president who refused to declare days of thanksgiving and fasting in the United States. Unlike his political rivals, the [Federalists](#), Jefferson believed in "a wall of separation between Church and State" and believed that endorsing such celebrations as president would amount to a state-sponsored religious worship.

What does the poem, 'Mary had a little lamb,' have to do with Thanksgiving?

The first official proclamation of a national Thanksgiving holiday didn't come until 1863, when [President Abraham Lincoln](#) called for an annual Thanksgiving celebration on the final Thursday in November. The proclamation was the result of years of impassioned lobbying by "Mary Had a Little Lamb" author and abolitionist Sarah Josepha Hale.

How long has pumpkin pie been a traditional part of Thanksgiving?

Pumpkin pie was a staple on New England Thanksgiving tables as far back as the turn of the 18th century. Legend has it that the Connecticut town of Colchester postponed its Thanksgiving feast for a week in 1705 due to a molasses shortage. There could simply be no Thanksgiving without pumpkin pie.

Why is football a Thanksgiving tradition?

The winning combo of football and Thanksgiving kicked off way before there was anything called the NFL. The first Thanksgiving football game was a college match between Yale and Princeton in 1876, only 13 years after Lincoln made Thanksgiving a national holiday. Soon after, Thanksgiving was picked for the date of the college football championships. By the 1890s, thousands of college and high school football rivalries were played every Thanksgiving.

2025-26 Standing Committees

Budget

Brent Wilson (Chair)

Activities

Joe Peters (chair)

Kelly & Andrea Smothers, Joe & Pat Peters

Social Media Committee

Facebook Page

Kelly and Andrea Smothers; Shane and Andrea Massey

Buzz Blogg & Chris Roethlin

Facebook Group

Kelly & Andrea Smothers, Shane & Andrea Massey, Buzz Blogg, Joe Peters & Stephen Sims

Group Experts Kent Muhle Tom Paddock

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

Place
Stamp
Here

