



Heartbeat of Olympia

Minutes of the General Meeting

July 13th, 2011

Corvettes de Olympia

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Mark Twardzicki

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Cox

NCM AMBASSADOR

George Schwartz

SUNSHINE

COMMITTEE

Jenni Hatfield

2011 Rally Master

Mark Twardzicki

NCM Rep

George Schwartz

CALL TO ORDER / INTRODUCTIONS / APPROVAL OF MINUTES

The meeting was called to order at 7:00 pm at Hawk's Prairie Inn Restaurant in Lacey, followed by introductions. The minutes of the prior meeting were approved.

TREASURER'S REPORT – Larry Weniger

Larry presented the current financial information.

COMMITTEE REPORTS

MEMBERSHIP – Art Carter

New members Billy Smith and Steve Frost were accepted. On other membership matters we are up to date.

WEBSITE – Art Carter

Our club web page is: www.corvettesdeolympia.org

The Web site is up to date.

NWACC – George Schwartz

George was not present for the meeting.

NATIONAL CORVETTE MUSEUM – George Schwartz

George was not present for the meeting.

SCHOLARSHIP FUND – Karen Johnson & Mark Twardzicki

Karen Johnson nor Mark Twardzicki were not present for the meeting. Larry Johnson advised there was not activity regarding the scholarship fund in their absence.

HISTORIAN – Marilyn Trogden

Marilyn advised she needs event pictures be sent to her.

SPONSORSHIP – Peggy Rogers

Peggy reported all sponsors are current for 2011.

SUNSHINE – Maggie Weniger

Maggie reported on sending out various cards to various members.

EVENTS & ACTIVITIES – Jason Moorash and Josette Miller

Jason and Josette distributed the updated 2011 Calendar of Events. The event sign up notebook was circulated amongst the members.

OLD BUSINESS

There was no old business.

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The Heartbeat of Olympia is the official publication of Corvettes de Olympia. It is published monthly and samples can be obtained by writing to: Corvettes de Olympia, PO Box 2154, Olympia, WA 98507-2154, or by contacting any club member. Newsletter subscription rate is \$10.00 per year.

Heartbeat of Olympia Editor-in-Chief: Art Carter

Corvettes de Olympia is a non-profit organization formed in 1972.

Our purpose is to:

1. Develop friendship and pride among Corvette owners and drivers.
2. Encourage skillful, safe and sportsmanlike driving habits on the highways.
3. Improve relations between the community and Corvette people.
4. Actively promote, sponsor, organize and supervise sports car competition, outings, meetings and other Corvette or sports car activities.

Annual membership dues are: family-\$55.00 and single-\$27.50.

Monthly meetings are normally held on the 2nd Wednesday of the month, at 7:00 pm, at a suitable location in Thurston County.

Meetings are open to any and all Corvette enthusiasts. **Visit us on the web at: www.corvettesdeolympia.org**

No President's message this month.



MINUTES FROM PAGE 1

NEW BUSINESS

Raffle – Larry Weniger

Raffle tickets were not available to so no raffle was held.

ADJOURNMENT

The meeting was adjourned at 7:55 PM.

The next meeting will take place on Wednesday, August 10, 2011, at 7:00 PM at Hawk's Prairie Inn.

Meeting minutes taken and submitted by Doug Rogers, Secretary



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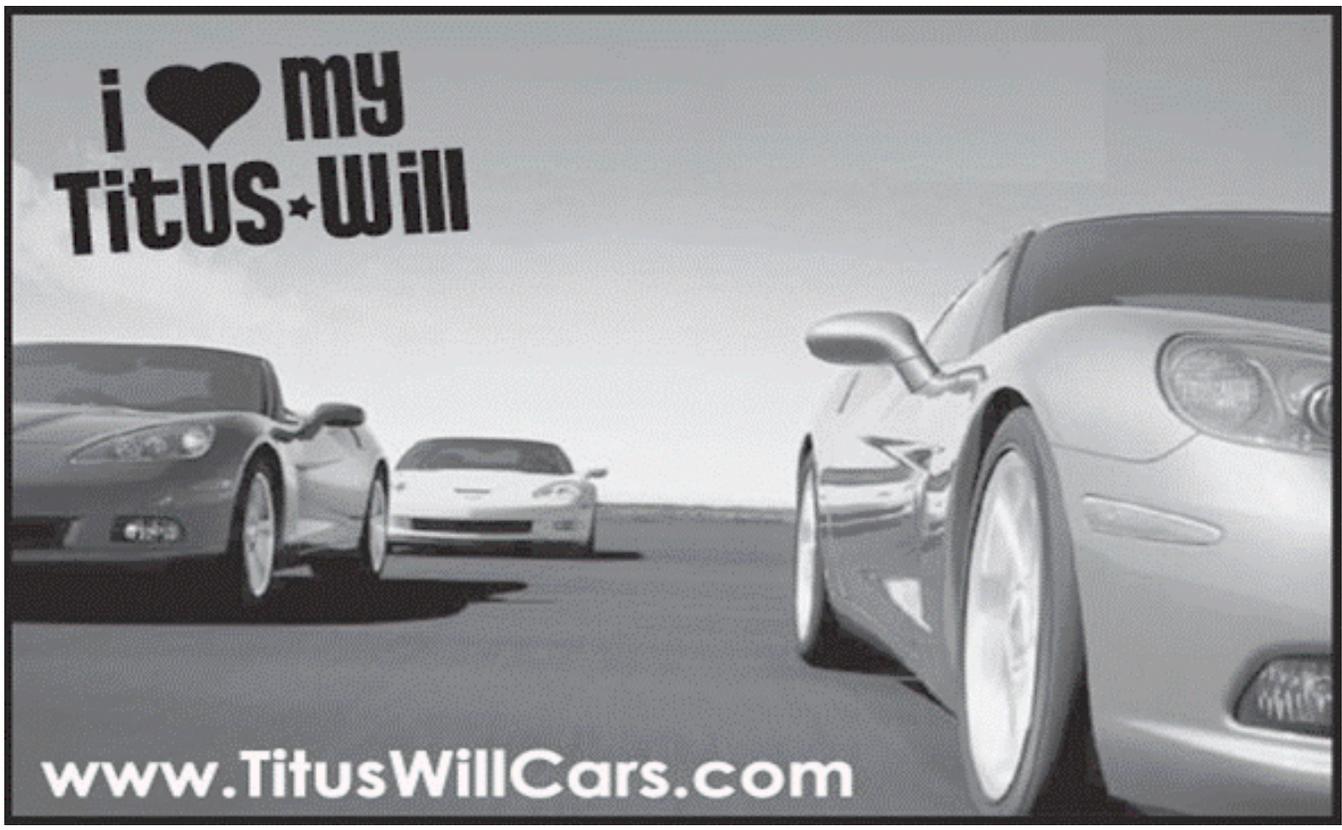


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Fun Facts about LeMay -- America's Car Museum

Reported by Dee Dahlke and Duncan Johnson

Your club's roving reporters recently were in touch with Renee Crist, Collection Manager for LeMay -- America's Car Museum. The public often asks her the same questions about the collection. Here are a few of the frequently asked questions, with answers:

"What is the earliest car in the Museum's collection?" We have a 1903 Buckmobile, and a 1903 curved dash Oldsmobile that are anniversary reproductions. Other early examples include a 1909 Hupmobile, and a 1909 Regal.

"What is the range of cars the Museum owns?" 1903-2006. ACM has vehicles from at least 81 different manufacturers; a majority of these companies are no longer producing cars.

"Do you only have American Cars?" We have cars from U.S. and foreign manufacturers. The goal of the Museum is to tell the story of cars that were loved and driven in America. This could be American cars as well as foreign cars.

"What manufacturer do you have the most of?" Fords and Chevrolets (The museum's collection alone has about 40 of each)

"How many cars will be in the new museum?" About 170 on rotating display; the rest will be in viewable storage. The total between the viewable storage galleries and displays will be up to 500 between on four floors. The museum has control of roughly 750 cars between the museum owned cars and those under contract loan from private collection.

"Are they all runners?" Some of our cars run and drive but not all. The designated "non-runners" are currently being mechanically conserved for static display. We may rotate some drivers into static display and re-commission a conserved car for driving in the future as needed.

"How many cars do we have at your facility at Fife?" Currently over 125.

"Will you keep your location at Fife once the museum opens?" The ACM current headquarters at Fife is temporary serving many functions while we are preparing the vehicles to move into the new museum building. The Fife building is generally not open to the public for tours. However we are hosting several special events on an ongoing basis such as three "Coffee Cruise-in" open house days this summer starting May 14, June 11 and July 9 where you can cruise in with your collector car from 9 am to noon. The details can be found on our website under "Events". See <http://www.lemaymuseum.org>

"I am interested in having my car in a museum -- will the museum buy my car?" At this time, we are not purchasing cars for the Museum's collection, but we will be happy to review your car if you would like it considered for donation to our display collection. We also will accept cars that we sell at auction and the proceeds help support the collection. Both donations are completely tax deductible. More information can be found at: <http://www.lemaymuseum.org/page.php?id=118>

Contact:
Renée Crist
Collection Manager
LeMay- AMERICA'S CAR MUSEUM@
253.306.3587(cell)/ 253.779.8490 x116
renee.crist@lemaymuseum.org
www.lemaymuseum.org

Celebrating America's love affair with the automobile.



Half A Lap Around Mt Rainier

It was a beautiful day in the neighborhood.....oh! That was the day before! Actually, it turned out great either way. Sunday morning 23 cars showed up to take the CdeO tour to Mt Rainier. Saturday was a blue sky, nice and warm, sunny day but overnight, the clouds arrived. However, some of the heat from the day before was still lingering and it was dry!

That's the main thing, dry!

At the driver's meeting, a slight revision was announced due to construction that was discovered the day before on White Pass. Seems DOT decided to use this week to implement the "roadside stabilization project" slated for the area and about 15 miles of White

Pass was strewn with rocks and debris with one lane closed and traffic slowed to a crawl. Rocks pose a big problem for Corvettes because of the clearance issue and no one wants to drive their car in the dirt and gravel anyway. So an alternative plan was quickly established which proved to be a nice alternative to our regular return trip west on US 12.

We headed north on I-5 to the Puyallup 510 exit and 410 where we headed for Enumclaw. This is where we first encountered inclement weather. Not really bad, just wet roads and light mist from Puyallup east. However, the closer we got to Bonnie Lake and Buckley, the more intense the heavy mist became to the point of having to resort to windshield wipers. The first stop was McDonalds in Enumclaw and standing in the open parking lot was wet and misty. But brave souls that we are, we ventured further. After a rest stop and snack, we headed toward Chinook Pass and a funny thing happened. The farther up the pass we went, the less the mist became, to the point of the sun sneaking through here and there and the roads drying up. Sure signs that all was not lost and Mother Nature had not won the battle after all. Through the tall trees and forests, the sun was casting shadows on the road and lighting up the scenery to the point that by the time we hit Lake Tipso, it was rather pleasant. The mountain was still



shrouded in clouds and mist and the temperature was down to a rather chilly 53 degrees. But it was dry.

The parking area at the rest stop and bathroom facilities at Lake Tipso was still covered in about 5 feet of snow but the only water on the ground was the stream running across the road made from the melting snow in the day park. So after a Kodak moment and a pause for the cause, we headed across the summit to the other side looking for a picnic at the bat caves day park. This is where the sun finally won the battle and arrived with all the pomp of a proud old lady. Very nice! And the temperatures started rising all the way into the middle 70s. Not a bad feat for the old lady!

We arrived at the bat caves where we usually picnic to find it packed full of cars already. I'm not sure if they knew we were coming and were there to greet us or they just didn't care about our plans but the attendant informed us that there would not be room to park an additional 23 cars and

recommended that

we make another revision to our plans. Resourceful as we are, we headed back up the pass to a smaller picnic area and invaded it like D-Day, landing our war ships and staking claim to the few tables not already occupied. There were plus and minuses to this new site, it was free and had more than a sanitation but there were no bat caves nearby and no toilet paper in the restrooms. You decide.....

In full sun, we had lunch and chewed both lunch and the fat for nearly an hour before launching our assault on the peak of Chinook Pass again but this time topless. We headed back up the pass to the turn off onto WA 123 towards Steven's Canyon and then onto 706 towards Paradise and Longmire. This required entering the Mt Rainier Park so a line formed at the ranger booths and tolls were collected. Full sun entertained us with some beautiful scenery along the road and snow patched hill sides sparkled in the solar assault. It was a



beautiful drive even if the tourist in front of us were driving with their parking brakes on in first gear. So slowly that at one point I felt the need to leap out of the Vette to make a chalk line beside my car just to determine if we were actually moving. In fact we were and eventually we took the road over but since the weather was beautiful, this was near August and tourist season was in full bloom, traffic was heavy and there was just no way to clear the road entirely.

Eventually, we arrived at Longmire and made another pit stop, again in the full sunshine and warming temperatures. Tops were down for the remainder of the trip after lunch even though it was still barely 50 degrees at the summit. Once we descended below the snow along the road, it began to warm and was very enjoyable.

Leaving Longmire we headed through Ashford and Elbe and along Alder Lake with only a slight bit of traffic, however, leaving Longmire was a bit of a feat. With 23 cars strung out in a long line, it is difficult to not have traffic interrupting our string and this is what happened out of the rest stop. There are scant few places to pass and seldom does slow traffic remember the 5 car rule about blocking, so the tail gunner group had to do some creative driving to become part of the flock again. Once this was accomplished though, it was smooth sailing to McKenna and Yelm. We arrived back in Lacey about 5 PM with sun and wind burnt foreheads and empty tummies! Time for a cold one and dinner.

The revision was a great way to change our usual trip and I'm not so sure we shouldn't plan it for the next year. However, depending on the time of year, Cayuse Pass is the last to open in the spring from snow blockage so we'll need to rethink the plan next year. But then this is why the Mt Rainier trip was so late this year, it was an unusual winter and spring and snow blocked us on Chinook Pass in June when we usually schedule this run. Who knows what will happen next year! In the meantime, we had a great run and got lots of stares and eyeballs as we cruised. When you get 23 Corvettes in a line on the road, the first couple may escape detection but the sheer spectacle of that many cars gathers everyone's attention. But it's good to be seen, right? Yup!

I think so!



Calendar

August

Sun. Aug 7th, 2011

Lemay Collector Car Show

Sun. Aug 7th, 2011

Thurston Country Fair Car Show

Wed. Aug 10th, 2011

C de O Monthly Meeting

Sun. Aug 14th, 2011

NWACC Autocross - Shelton

Fri. - Sun. Aug 12th, 13th, 14th

Classical Glass 5 Star Event

Fri. - Sun. Aug 19th, 20th, 21st

Thunder in the Mountains(BC Corvette)

Sat. Aug 20th & Sun. 21st, 2011

Levenworth Wine Tasting Festival

Sat. Aug 27th, 2011

34th Annual Lemay Car Show

September

Fri. Night Sep 9th, 2011

CHP Open House

Wed. Sep 14th, 2011

C de O Monthly Meeting

Sat. Sep 17th, 2011

Capital City Vette Fest VIII

Sun. Sep 18th, 2011

NWACC Autocross - Shelton

Sat. Sun. Sep 24th, 25th 2011

Cascade Loop Tour -
the Opposite Direction