



Heartbeat of Olympia

Minutes of the General Meeting

Nov 9th, 2011

Corvettes de Olympia

2011 Officers

PRESIDENT

Meagan Renick
360-459-0771

VICE PRESIDENT

Art Carter

SECRETARY

Doug Rogers

TREASURER

Larry Weniger

NWACC REP.

George Schwartz

COMMITTEES

EVENTS & ACTIVITIES

Josette Miller

HISTORIAN

Marilyn Trogden

MEMBERSHIP

Art Carter

PUBLICITY

Peggy Rogers

SCHOLARSHIP

Karen Johnson &

Mark Twardzicki

SPONSORSHIP

Peggy Rogers

TELEPHONE TREE

Betsy Cousineau

WEB SITE

Art Carter & Jon

Cox

NCM AMBASSADOR

George Schwartz

SUNSHINE

COMMITTEE

Jenni Hatfield

2012 Rally Master

Duncan Johnson

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 summary. He also reported the final results from the Vette Fest event.

COMMITTEE REPORTS

MEMBERSHIP – Art Carter

No report.

Jerry & Johanne Larkins were unanimously approved for membership .

WEBSITE – Art Carter

Our club web page is: www.corvettesdeolympia.org

No report.

NWACC – George Schwartz

Motion was made to sponsor the NWACC 2012 Dinner, seconded and unanimously approved.

NATIONAL CORVETTE MUSEUM – George Schwartz

No updates.

SCHOLARSHIP FUND – Karen Johnson & Mark Twardzicki

Mark Twardzicki advised there was no activity regarding the scholarship fund.

HISTORIAN – Marilyn Trogden

Marilyn presented more pictures of several past events to the delight of all. She continues to need event pictures sent to her.

SPONSORSHIP – Peggy Rogers

Nothing new to report.

SUNSHINE

No sunshine activity to report.



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.

Christmas party is scheduled for December 17, 2011 at Panorama city again.

OLD BUSINESS

There was not old business.

NEW BUSINESS

There was no new business.

Raffle – Larry Weniger

Raffle tickets were sold at the beginning of the meeting and raised more funds for the club.

ADJOURNMENT

The meeting was adjourned at 7:50 PM.

The next meeting will take place on Wednesday, January 11, 2012 at 7:00 PM at Hawk's Prairie Inn.

Meeting minutes taken and submitted by Doug Rogers, Secretary

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**



Speedometer Error Explained

A guide for the new enthusiast, your spouse,
and the technically inept

by Duncan Johnson

On some club runs and road rallies there is frequently much discussion about the wide variance in odometer readings among cars, with some Corvettes being wildly “off” from the official mileage to turn points shown in the route instructions. Speedometers and odometers are fairly amazing instruments, and have become increasingly accurate in modern times, but we motorheads can do some things that get them confused.

What your speedometer does is count the revolutions of your wheels, and through some electro-mechanical magic causes its needle to point to some number (or display the number on a digital readout.) Similarly, the odometer knows the circumference of the tires the factory put on the car, and for every revolution it knows how many feet down the road you have traveled, so it can tick off the miles accordingly. For most cars (not all) the counting is done off the transmission, so its gearing and the differential gear ratio also get added into the mix.

Where we get in trouble is when we change any of those components from what the factory specified. We love to install different size wheels or tires or change gearsets, all in search of more performance, and the poor speedometer/odometer doesn't know we've changed, so it starts giving bum readings. Fortunately, it is easy to determine how far off our readings have become.

Go out and find a section of road labeled “Speedometer Check Section” or “Measured 5-Mile Course Ahead” or similar. (We have used one south of Tumwater on Interstate 5, but don't know if it is still there.) In those areas the highway authorities have precisely surveyed the location of the mile marker posts and marked them specially. Regular highway mile markers are only approximately a mile apart.



**We presume this sign has something
to do with swimwear inspection.**

Now drive through the measured course at a very steady speed that is appropriate for the road, say 60 mph on the freeway. Best to do this at a time of very light traffic. While the driver keeps one eye glued on the speedometer, the navigator marks the time to the second that you pass each post (using a stopwatch or any regular watch that



shows seconds.) Record the time for each mile and for the total course. Then figure out the average number of seconds it took you to drive one mile.

Warning: math content! Now divide the number of seconds per mile into 3600. That will give you your true speed in miles per hour. Example, if you were running 60 mph and each mile took 64 seconds, your speed was 56.25 mph. The PERCENTAGE of speed error (not the number of mph) will be pretty constant across the entire speed range of your odometer. In this case the speedometer was reading about 4 mph fast at 60 indicated, so it would be about 2 mph fast at 30 indicated (28 actual) or 6 mph fast at 90 indicated (84 actual.)

The PERCENTAGE of odometer error will be the same as the percentage of speed error (they are the same machine.) In the case above, if the driving directions for a rally indicated a turn at 28 actual miles from the start, it wouldn't happen until 30 miles on the sample car's odometer.

We suppose you could also do the speedometer check on your GPS, if it has a feature that calculates your true speed between any two points. Just be sure you are running at a constant speed (as above) when you ask it to calculate, and ensure that it is taking its data from real GPS satellite fixes, not just regurgitating what the car's speedometer is telling the on-board nav system.

All of the above is well and good when you are dealing with official miles that are actually 5,280 feet long. If you had a big error (as above) you could place little marks on your speedometer for the true speeds, so you know how fast you are really going on the highway. Actually correcting a speedometer/odometer requires changing internal gears and is a job for a professional.

Note well: On rallies or club runs the miles indicated on the driving directions are NOT necessarily 5,280 feet long. They are however long they were on the odometer of the car that laid out the event, and speed rallies always include an odometer check section (usually 10 miles or more) so the competitors can factor in a correction. If you wanted to do that on a club run, just check your indicated mileage at some point where the official mileage is shown. Say that was the turn mentioned above at 28.0 miles and your car showed 30.0 miles when you got there. Divide the official mileage INTO the your indicated mileage. In this case 28.0 goes into 30.0 (let's see, scribble scribble) 1.07 times. Multiply all the official mileages by that 1.07 factor and you'll see what your odometer should be showing when you get there. If the next turn is at 34.3 official miles, 34.3 times 1.07 equals 36.7 miles, so turn when your car shows 36.7 miles. Of course all that assumes you never go off course during the run!

If you are a metric enthusiast, all the procedures and arithmetic are exactly the same. You're just dealing in kilometers instead of miles.

Calendar

December

Sat. Dec 17th, 2011

CdeO Holiday Party

January

Wed. Jan 11th, 2012

CdeO Business Meeting



**38th Annual
Corvette & High Performance
Meet**

February 11 & 12, 2012
Western Washington Fairgrounds
Puyallup, WA

Over 900 vendor spaces for new and used
parts/cars
Automotive related only, please
Invitational vehicle display

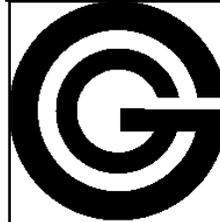
Next Generation Exhibition
(For the youngsters under 40)

An automotive social event
like no other

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