

# Heartbeat of Olympia

Volume 35, Issue 12

Minutes of the General Meeting  
November 14th, 2007

December 2007

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### Overview

The meeting started at 7:05 so we could finish viewing the multi-media show about NWACC's 35-year history. This meeting was very full-featured, and included a presentation by representatives of the Web site Committee recommending a new Club Web site product. Please read on for highlights.

### Agenda

Introductions and Approval of Minutes  
 October Recap, Treasurer, Committee Reports  
 Events and Activities  
 Club Web Site Report  
 Other Business and Raffle  
 Business Topics

#### A. Introductions and Approval of Minutes

The usual round of introductions was made, and the motion to approve the minutes passed.

#### B. October Events Recap, Treasurer's Report and Committee Reports

##### October Events Recap

**CdeO Mystery Tour (Randy)** – We tried something different this year. It was like the show "The Amazing Race" where you have to find a clue in order to receive the next clue. You knew you arrived at the right station, when you saw the friendly face of one of our club members waiting to give you the next clue. The final clue led us to the Red Lion just in time for lunch. Afterwards, most everyone joined up for an afternoon drive in very nice weather. Much fun!

##### NWACC Autocross at Shelton Airport

**(George)** – It was a beautiful day for an autocross. The bad news was there were only 29 entrants; the good news was that meant everyone had seven runs. The course was a little faster than before—one Z06 red-lined in second gear. Lots of fun!

**NWACC Banquet (Peggy)** – Our club hosted the event. We were joined by members of three local Corvette clubs from Seattle, Tacoma, and the Portland area. The food was outstanding, and the highlight of the evening was a multimedia show of NWACC's 35-year history spearheaded by Brian and Betsy. A great raffle with lots of nice prizes including three very generous contributions by Griot's

Garage. CdeO did quite well financially—although that wasn't the primary reason for hosting, it was a nice side benefit.

### Treasurer's Report

Denny reported that we have the major expenses of the year in October. Even so, we were up a little bit of money at the end of last month because the Club made money on the NWACC banquet. Denny showed that we were under spent for the year-to-date, and outlined how we made money on the banquet. For financial details, please see the Web site.

### Reports from Standing Committees

**Membership (Art)** – Art reported that Lee and Terry Smith were eligible to be voted into the club. It was a unanimous vote! Please welcome Lee and Terry as new members of CdeO.

**Sunshine Committee** – Nothing new to report.

**Sponsorship (Peggy)** – Nothing new to report.

**Scholarship (Cliff)** – Cliff expected to hear about the recipients for this year on Monday. Jon announced that he forgot that there was information and copies of six letters from recipients in the CdeO mailbox. Jon will bring the packet of information to Cliff.

### National Corvette Museum (NCM)

**(George)** – The remodel is still on schedule. NCM is working hard to pull together the necessary donations. The raffles are done for the year. Len Tucker was voted on the Board for NCM—he has played a big role in the expansion of the museum.

**Web site (Art)** – The Web site is up-to-date. The October minutes and pictures of the NWACC banquet are now on the site. Nice job Dick Swanson for all of those great pictures!

**NWACC (George/Meagan)** – NWACC had its last meeting of the year the night of the banquet. Voted in new officers for the upcoming year. The new Vice President is Dave Kaiser,

*(Continued on page 3)*

Heartbeat of Olympia

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 for non-members is \$10.00 per year.

Heartbeat of Olympia Editor-in-Chief: Randy Harris

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, single-\$27.50. Monthly meetings are normally held on the 2nd Wednesday of every 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](http://www.corvettesdeolympia.org)

**No December Meeting**  
**Next meeting January 9th, 7 PM**  
**i.talia Pizzeria, Westfield Capital Mall, Olympia, WA**

President's Message



Ever stop to think how the changes in Corvettes over time parallel the changes in our club? Just as each generation of Corvettes has gotten "better" (as measured by performance, sophistication, and comfort), so has Corvettes de Olympia gotten better with age.

Take just one area, for example—communication. For the

we are today. We're getting better, and if the 2008 Corvette is any indication, we've a lot to look forward to! Enjoy the holiday season and have a great New Year.  
 Brian



decade following the 1984 debut of the C4, telephone trees and postal mail kept members informed of activities. The C5 era paralleled the rise of the e-mail culture in CdeO—a much more efficient and speedy method of disseminating information. And now the C6—which GM endows with yearly horsepower upgrades—shares the spotlight with our new, feature-rich club web site unveiled as a prototype in mid-November.

Of course I'm not suggesting that GM's Corvette Design Group drives who we are, but it does offer an intriguing glimpse into what we might expect for our club. We're getting better—a fact that should manifest in how we communicate, how we organize ourselves, and how we play together with our Corvettes.

As we celebrate the holidays and prepare for the new year, let's be thankful for our past, which has much to do with where

Past Presidents	
Corvettes de Olympia	
1972	Rich Lockhart
1973	Larry Johnson
1974	Rich Lockhart
1975	Terry Halliday
1976	Ralph Adams
1977	Bill Pollard
1978	Sandy Lockhart
1979	Mike Halliday
1980	Ralph Adams
1981	Larry Johnson
1982	Mike Halliday
1983	Karen Johnson
1984	Jerry Crabill
1985	Tom Kuchman
1986	Larry Johnson
1987	Duncan Johnson
1988	Skip Burch
1989	Jim Turcotte
1990	Karen Johnson
1992	Tom Kuchman
1991	Ron Zielin
1993	Roy Scioli
1994	Tom Hanson
1995	Tom Kuchman
1996	Peggy Rogers
1997	Peggy Rogers
1998	Karen Johnson
1999	Randy Harris
2000	Randy Harris
2001	Jim Turcotte
2002	Peggy Rogers
2003	Peggy Rogers
2004	Vince Puntenev
2005	Vince Puntenev
2006	Vince Puntenev

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!Can you name these Christmas songs?

1. Oh, member of the round table with missing areas
2. Boulder of the tinkling metal spheres
3. Vehicular homicide was committed on Dad's mom by a precipitous darling
4. Wanted in December: top forward incisors
5. The lad is a diminutive percussionist
6. Sir Lancelot with laryngitis
7. Decorate the entryways
8. Cup-shaped instruments fashioned of a whitish metallic element
9. Oh small Israel urban center
10. Far off in a hay bin
11. We are Kong, Lear and Nat Cole
12. Duodecimal enumeration of the passage of the yuletide season
13. Leave and broadcast from an elevation
14. Our fervent hope is that you thoroughly enjoy your yuletide season
15. Listen, the winged heavenly messengers are proclaiming tunefully
16. As the guardians of the wooly animals protected their charges in the dark hours
17. I beheld a trio of nautical vessels moving in this direction
18. Jubilation to the entire terrestrial globe
19. Do you perceive the same vibrations which stimulate my auditory organ?
20. Parent was observed osculating a red-coated unshaven teamster
21. May the Deity bestow an absence of fatigue to mild humans
22. Rose-colored uncouth dolf is aware of the nature of precipitation, darling

(Answers on page 6)



Olympia Christmas Parade

## November Meeting Minutes con't

(Continued from page 1)

and the new Treasurer is Elvira Tucker. Barbara Waller is continuing as Secretary, and Meagan Renick is continuing as President.

### Events and Activities

#### Before Next Meeting

**Nov 25 – Olympia Downtown Christmas Parade (Jon)** – CdeO is an official participant in the parade. We will meet at Swantown Marina and drive two blocks to the staging area. Another way to support our community. If you like, you can decorate your cars—it's just a fun event.

**Dec 1 – CdeO Holiday Party (Peggy)** – Will be held at Panorama City. \$18 per person/\$36 per couple includes tax, tip, gratuity. Happy hour begins at 5:00; dinner at 6:00. The gift exchange is \$15 - \$20 per person. Must have the final count in on November 25<sup>th</sup>. If you change your mind and decide to go later, you can order off the menu.

**Dec 8 – Toy Run (Randy)** – Randy found the event off of the Corvette Forum. This will be the third year of the toy run. Last year 300 cars participated—not just corvettes. An excellent chance to do something nice in conjunction with the Marine Corp Toys for Tots. We will meet at the Park and Ride on Martin Way at noon on Dec. 8<sup>th</sup>. Bring a new toy...wrapping would be nice. Randy would like as many people as possible to join him.

#### Next Year

**Jan 9 – CdeO Meeting (Italia Restaurant)** – A new meeting place located by the promenade at the Capital Mall near Borders Books. Looks like a nice place. Larry passed around menus.

**Feb 13 – CdeO Meeting (Election of Officers)** – Nominations in January for a February vote.

#### On the Horizon

**Apr 6 '08 – All-City Rally v28 Pre-run (Brian)** – the team is already starting up. A sign-up sheet was passed around. Duncan, Mark and Sugar are on the team. Mark added that if you think you can be in a car with him for a couple of hours talking about clues, he could use your help. They aim to make it a fun rally.

**Apr 20 '08 All-City Rally v28 Rally (Brian)**

(Continued on page 4)

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## YES, SOLID AXLE CORVETTES REALLY DID RACE IN THEIR DAY!



This historic photo shows a large pack of production Corvettes at the start of the SCCA national championship race at Thompson Raceway, Connecticut, on Labor Day 1960. The race was 10 laps of a 2-mile course, and a winning average speed for a Corvette would be about 65 mph. This race leader is Richard Jalbert of Providence, R.I., a consistent front runner then, and we think he ended up winning. In about 6th place is a Ferrari 250-GT (long wheelbase) which finished behind all the Corvettes. Further back come the early "bathtub" Porsche Carrera models, which were differentiated from the lesser Porsches by their powerful and expensive dual overhead cam engines.

Race car preparation wasn't too complicated back then: Remove the bumpers, hubcaps, and windshield, add a seat belt and one of those newfangled roll bars, pump up the tires and clean the spark plugs.

Thompson Raceway shown here was a 2.0 mile road course with 12 turns. This particular track was used from 1957 through 1967. Earlier sports car races had been held there as far back as 1945, utilizing the nearby 5/8 mile oval track, which still survives and is used for local stock car and open wheel racing. Parts of the road course can still be found if you look in the right places in the woods. The track history is available at <http://www.coldplugs.com>  
Photo by Duncan Johnson; used with permission.



## November Meeting Minutes con't

(Continued from page 3)

### D. Club Web Site Report

On behalf of the Web site Committee, Jon, Shoshanah, and Art presented key features of the Committee's recommended Club software—Club Express. Since we didn't have internet connectivity at Panorama City, Jon had pulled off some of the Web site pages and put them in a slideshow to demonstrate the look and feel of the site. He, along with Shoshanah and Art, walked us through many of the cool features. The new software has a \$150 set up fee, and a monthly fee of .40 per member which comes to about \$20 per month.

In the end, a motion was made to approve the Committee's recommendation to activate the new web site. The motion carried, and we have a direction for the Web site.

### E. Other Business

**Tax Deduction Spreadsheet** – Brian will be sending out the spreadsheet via email. Many events and drives are charitable events. The spreadsheet includes a form for those of you who do itemize, and offers an example. You may be surprised by how much you can deduct.

**Christmas Packages for Soldiers** – Randy announced that the Lions club is putting together packages for soldiers for Christmas. Since we have a soldier that's part of our group, Randy would like to put something together for him. Randy sent around a list of suggested items, and asked everyone to have their items to him by December 1st. Mostly, our soldiers would like letters that express our support and appreciation for what they're doing.

**Outstanding Member of the Year Voting** – Jon sent out a description of the voting for the Outstanding Member of Year Award, and will be distributing ballots at the holiday party.

**Brian's Survey** – The survey will be good feedback going into next year for new officers. He will compile them into a recommendation list for the E-board.

**Reminder** - Holiday Party, so **NO** December meeting!!!

**Let's Raffle!** – Lynus won \$12.00; he will bring the January prize.

The meeting was adjourned after the raffle at 8:20. See you at the next meeting on January 9th!

Submitted by Josette Miller, Secretary



On a surprisingly nice November Sunday, unlike the previous couple of years, the Olympia Downtown Association Christmas Parade was held. Although it was a bit crisp, there was not a cloud in the sky and the sun was shining as bright as it does in August. So aside from the mittens, mufflers, heavy coats, and hot chocolate there was little difference from any summer parade in Olympia. In fact with the down-pour that happened at the Lakefair Parade this last summer, the weather was much better for the Christmas parade. Do you think they should consider switching them? Probably not, it would be difficult to imagine Santa in cargo shorts and a Hawaiian print shirt with sun-glasses.



Meeting at the Swantown Marina at 2 PM for the 3 PM parade were Brian & Betsy, Lee C, Denny & Josette, Lee S., Frank & his wife, Tom, Dick & Sharon, Jim & Jane, and myself. Jon, presently

without a Corvette, picked up our registration number before hand and we were to be lucky number 13. So with the tops down and Santa hats protecting our thinning hair we journeyed the two blocks to our staging spot and waited for the commencement of activities. Precisely at 10 minutes after the scheduled parade start time, we were under way and made the left turn onto the parade route, traveling south on Capital Boulevard. The number of spectators was about the same as last year, despite the weather difference. Just as many people were there to welcome Santa to Olympia as last year, this year they were dressed a little different though. No rain slickers, foul weather parkas, So'westers, or umbrellas. This year was Eddy Bauer down coats, wool socks and caps, and Birkenstocks.

Since the sun was so nice and bright, the cars were especially shining and showed that Santa's elves had been tending to them nicely. Now I have to explain how difficult it was to



break up the color scheme of the cars since there were only three cars out of the nine that weren't red. The only way to break up the sequence was to designate between the different shades of red. Then sprinkle in the blue, yellow, and black cars and hope for the best. None of the spectators complained, not at least that I heard. Instead there were the usual "Nice Cars" and "I want that one!" The parade ended at Sylvester Park in downtown Olympia and the official tree lighting was to follow the parade. We continued on since Santa had not come to ask one of our "red nosed" Corvettes to "help him guide his sleigh tonight". Although we could! Would have been one of the fastest trips he had made and more fun!

Randy

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If you were a car crazed kid in America any time between Eisenhower and LBJ, chances are you learned about one sports car before any other; Corvette. It might've been a two tone C1 roadster, a split window coupe parked among svelte Corvairs and boxy Impalas on your neighborhood dealership's showroom floor, or Tod and Buzz's dull gray convertible on television; but the long hood, the short deck, the two buckets, and the brawny, yet sophisticated American swagger caught your eye. It was the stuff dreams were made of.

Now one of America's longest lasting nameplates, the Corvette, has had it toe curling Elvis-in-Vegas years. But the opening decade of the 21st century finds America's own sports car in the best shape it's ever been. The 2008 C6 is the sharpest, fastest, and best finished Corvette yet, while the 197 mph Z06 is, quite simply, the best value super-car you can buy anywhere in the world.

So what's next? That's a good question, because right now GM executives are planning the next generation Corvette, the C7. What they decide over the next few months will be hugely important. For the first time in history, GM wants to take Corvette, one of the few American GM brands that doesn't play in the discount department of the mass market, global, accompanying Cadillacs in showrooms in Europe, Asia, and Australia. Complicating the picture are proposals to take the US Corporate Average Fuel Economy mandate to 35 mpg by 2020. Depending on the fine print, the doomsayers hint there's a real chance that could mean there's no C7 at all.

Here is what's known: GM is considering at least three scenarios for the C7, and GM Design is still some time away from boiling down competing proposals for the car. At least five proposals were in the mix at one point. That means the car, originally planned for the 2011 model year, which was to coincide with the 100th Year Anniversary of Chevrolet, will likely launch as a 2012 model and may even slip further, depending on how the regulations pan out.

An evolutionary car would continue improvements made by the C6 over the C5 and take advantage of emerging technologies for more gains in performance, handling, ride, cost, and of course, fuel economy. Technologies such as cylinder deactivation (now called active fuel management) and variable valve timing could bump the fuel efficiency of the LS3 engine to accomplish the fuel mileage mandate. Weight also affects gas mileage, even for cars as slimmed down as the Corvette. The carbon fiber front fenders of the present Z06 and hydroformed aluminum frame would help to lower its weight, however the cost of switching the frame from steel to aluminum for all Corvettes could be prohibitive. Body panels provide a better opportunity for weight savings. Switching to carbon fiber panels for all body panels and base models would be too costly but there are emerging composites, including Kevlar/carbon fiber and Kevlar/aluminum that could lower weight without seriously raising costs. Some GM Executives have reportedly been pushing for a mid-engine C7. Two directions have emerged. The more realistic plan has Chevrolet building only an up-market, mid-engine Corvette, while the other calls for two models, a conventional front engine C7 and the mid engine car and splitting Corvette off from Chevy to make it a prestige brand. Either way, the next Corvette will have a radically different design from the current

year. Switching to a mid engine configuration would require some work to maintain the nearly equal balance of the C5 and C6. It would necessitate a heavy, double walled rear firewall, primarily to stop the engine entering the cabin in rear end impacts. While the set up could offer some added stability for better handling, it could be costly and will probably weigh more than a front engine car of similar construction. Building a powerful, high tech mid engine car also could prove costlier than expected as Ford discovered with its low volume, short run GT. The profit margin might not be as good as it looks.

The worst case scenario, apart from doing nothing and letting Corvette die in 2020, calls for the C7 to be based off a new version of the Pontiac Solstice/Saturn Sky Kappa architecture. If GM decides that no cars should average less than the 35 mpg mandate, this may be the last way out. However, that is not considered to be a serious alternative...yet.

The reality is there is no need to change the Corvette's DNA to make at a world sports car. Just like the Porche 911, it's probably not how you design a cutting edge super-car, but that it's fast, unique, and charismatic. As the longest running American Sports car in production, Corvette has a following and a tradition. Building on that tradition has proved to meet the needs and desires of motor heads for many years. GM doesn't have to reinvent it, just make it better. It's worked before.

*Reprinted from MotorTrend magazine Nov 2007*



## Christmas Songs Answers

1. Oh Holy Night
2. Jingle Bell Rock
3. Grandma Got Run Over By A Reindeer
4. All I Want For Christmas Is My Two Front Teeth
5. Little Drummer Boy
6. Silent Night
7. Deck The Halls
8. Silver Bells
9. Little Town Of Bethlehem
10. Away In The Manger
11. We Three Kings
12. Twelve Days Of Christmas
13. Go Tell It On The Mountain
14. We Wish You A Merry Christmas
15. Hark The Herald Angels Sing
16. While Sheppards Watch Their Flock
17. I Saw Three Ships Come Sailing
18. Joy To The World
19. Do You Hear What I Hear?
20. I Saw Mommy Kissing Santa Claus
21. God Rest Ye Merry Gentlemen
22. Rudolf The Red Nosed Reindeer



### Upcoming Events

#### December

- Dec. 1st\* CdeO Holiday Party, Chamber's Restaurant, Panorama City, Lacey, WA.
- Dec 8th\* NW Toy Run, leave the Martin Way Park & Ride at noon, Randy Harris (360 45-8670)

**NO DECEMBER CLUB MEETING**

#### January 2008

- Jan 9th\* CdeO meeting, 7 PM, i.talia Pizzeria at the Westfield Capital Mall, Olympia, WA

#### February

- Feb 13th\* CdeO meeting, 7 PM, Location To Be Announced

#### March

- Mar 12th\* CdeO meeting, 7 PM, Location To Be Announced

#### April

- Apr 6th\* All City Rally XXVII Pre-Run, TBA, Brian Cousineau (360 413-7645)
- Apr 9th\* CdeO meeting, 7 PM, Location To Be Announced
- Apr 20th\* All City Rally XXVII, TBA, Brian Cousineau, (360 413-7645)

\* indicates Club sanctioned events that count for membership qualifications. For more information and additional events, visit <http://www/corvettesdeolympia.org>



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*Merry Christmas*



*Happy New Year*