

# Heartbeat of Olympia

Volume 36, Issue 12

Minutes of the General Meeting  
November 12th, 2008  
Corvettes de Olympia

December 2008

## Corvettes de Olympia 2008 Officers

### PRESIDENT

Peggy Rogers  
360-491-7432

### VICE PRESIDENT

Randy Harris  
360-459-8670

### SECRETARY

Meagan Renick  
360-459-0771

### TREASURER

Art Carter  
360-459-5457

### NWACC REP.

George Schwartz  
Meagan Renick (alt)

### COMMITTEES

#### EVENTS & ACTIVITIES

Jon Cox

#### HISTORIAN

Meagan Renick

#### MEMBERSHIP

Art Carter

#### PUBLICITY

Peggy Rogers

#### SCHOLARSHIP

Cliff Reichel Karen Johnson

#### SPONSORSHIP

Peggy Rogers

#### TELEPHONE

Frankie Sokso Karen Johnson

#### WEB SITE

Art Carter Jon Cox

#### NCM AMBASSADOR

George Schwartz

#### SUNSHINE COMMITTEE

Frankie Sokso

### CALL TO ORDER / INTRODUCTIONS / AP- PROVAL OF MINUTES

The meeting was called to order at 7:00 p.m., Wednesday November 12, 2008, at Hawk's Prairie Inn. Introductions followed. The October minutes were approved as printed.

### COMMITTEE REPORTS

#### TREASURER'S REPORT – Art Carter

Art reported the specifics of our treasury. If you would like further information on this, you can contact Art for a breakdown.

#### EVENTS & ACTIVITIES – Peggy Rogers

Peggy stated that the Christmas Party sign-up is available on the website. The party will be at Panorama City on December 20<sup>th</sup>. Happy hour begins at 5:00 pm, the auction (Vinnie as MC) will begin at 6:00 pm, with dinner and the gift exchange to follow. If you would like to attend please pay either by check or online on the website to reserve your spot. To participate in the gift exchange, please bring one wrapped gift per person participating. Gift should be of \$15-\$20 value and marked either "male", "female", or "unisex". Please contact Frankie if you have any questions with regard to the party. Also, the sign up is online for the Olympia Downtown Association Christmas Parade, which will take place on November 30<sup>th</sup>.

Duncan asked that all mark their calendars for Sunday, September 6<sup>th</sup>, 2009. This will be the date of the South Bend Labor Day Parade and also Duncan's birthday party.

#### NWACC – Meagan Renick

Meagan reported that the NWACC Year End Banquet which took place on November 1<sup>st</sup>, and was hosted by Glass Odyssey Corvette Club this year in Bremerton, was a fun event and a successful turnout. She also mentioned that the new NWACC Officers that were elected for the 2009-2010 office are: President: Dave Kaiser (MHCC), Vice President: George Schwartz (CdeO), Secretary: Ron Waller (CGCC), and Director: Meagan Renick (CdeO). Meagan will now take George's place as the CdeO liaison, and George will be her back-up.

#### WEBSITE – Art Carter

The website has been updated and is current.

#### MEMBERSHIP REPORT – Art Carter

Nothing to report at this time.

#### SUNSHINE COMMITTEE – Frankie Sokso

Frankie reported that our club Secretary (Meagan Renick) was recently hospitalized with Spinal Meningitis. The club sent a get well card to her.

#### NEW BUSINESS

There will be no meeting in December, as our Christmas party always substitutes for our monthly meeting. The next meeting will be January 14<sup>th</sup>, 2009.

Duncan commented that there is a Jet Stream Blue 2009 Coupe for sale is Sumner with the six-speed, Z51 suspension package, etc. The sticker price is 60k, but they will sell it for 53k. Contact Duncan if you would like further details.

We will be nominating 2009 officers at the January meeting, so be thinking about who to nominate.

Meagan asked the club if they would be interested in hosting an NWACC car show in 2009. This would be like the continuation of our VetteFest, and would likely take place on a Saturday in June. Meagan talked about the details regarding hosting the show, and took note of the individuals that stated that they would volunteer to help run the operations of the show (registration, parking, judging, etc.). 11 volunteers raised their hands that they want to help with the event, and only two people opposed the event. All others were indecisive or abstained at this time. Meagan will send out more information on the show as well as a sample of the judging sheets, etc. At this time, it seems that there will be enough interest to host a show, and maybe even do it in conjunction with an already scheduled NWACC autocross weekend. More to come...

#### ADJOURNMENT / RAFFLE

The 50/50 raffle winner responsible for bringing next month's raffle prize is: Craig Forster. The meeting was adjourned at 7:30 p.m. The next meeting will be held at 7:00 p.m. on Wednesday, January 14, 2009, at Hawk's Prairie Inn.

Minutes submitted by Meagan Renick, 2008 CdeO Secretary.

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Merry Christmas  
Happy New Year



**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)

<b>Past Presidents</b>	
<b>Corvettes de Olympia</b>	
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 Puntaney
2005	Vince Puntaney
2006	Vince Puntaney
2007	Brian Cousineau

# NO DECEMBER MEETING

## Next meeting

**Wed, January 14th, 2009 7 PM**

**Hawks Prairie Restaurant, Lacey, WA**

**President's Message**



The Christmas Party is fast approaching. December 20<sup>th</sup>, 5 PM social hour, auction at 6 and dinner immediately following. If you haven't signed up and paid, the deadline is December 10. Checks can be mailed to the PO box or you can pay on line. This is our gala event of the year and this one will be no exception. The Chamber House

to fit what we need as far as space, maybe a little noisy at times. And we sure have a wide variety of menu choices. Any comments or concerns, let any of the E board know. I haven't heard any complaints, so I assume it is working. A Very Happy Holiday Season to each of you and your families. And remember.. Save the wave

Peggy



will be our host for dinner and the cost is only \$20 per person. One last reminder, we will be voting on MEMBER of THE YEAR at the Christmas party. The person that represents CdeO to the highest ability, works on or attends most events and activities. What about the parades, the tours, the picnics, the All City Rally, the committees, the newsletter, and articles for the newsletter? That describes so many of our members. But be prepared to cast your vote for that one person. As I mentioned at the meeting, January will ring in the New Year and open the nominations of the 2009 officers. Let's get some competition and have a real election. If you would like to run for an office or nominate someone, this is your chance. How do you like our new digs at Hawks Prairie Inn? It seems

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## 19TH ANNUAL ROUTE 66 RENDEZVOUS

By Duncan Johnson & Dee Dahlke

At the end of our previous episode we had finished the Tahoe Tour Corvette Meet, escaped a bear, and "Vermont II" ('04 blue Corvette roadster) was heading to San Bernardino for the "Route 66 Rendezvous" cruise-in the following weekend. Our route from Tahoe took us south through the Sierras to Mono Lake where we turned straight east into Nevada, like 55 miles of absolutely straight and flat east. Then we went more or less south toward Las Vegas, through the deserts where the atomic bomb tests were conducted in the 1950s. It still looks like a nuclear war must have happened there, and the historic mining town of Goldfield gets our award for Ugliest City On Earth. Observation: There we were, in the middle of nowhere, cruising leisurely along about 80 mph and somebody in a Toyota Prius (of all things!) had to overtake and pass us! Well, good for him; his rubber band must have been wound really tight. And we'd venture the Corvette was probably getting better gas mileage than the Prius at that speed. Hmmm...

In Kingman, Arizona we found the longest surviving segment of Historic Route 66, and in a stop at their visitor center learned they will be hosting their 22nd annual Fun Run next May 1-3. Details at <http://www.azrt66.com> for those who might wish to attend. We drove the historic highway to Flagstaff, and found it complete with several accurate replicas of the historic Burma-Shave roadside advertising signs with their little jingles. In Ash Fork ("flagstone capital of the world") there is a dandy little museum of highway memorabilia, including a rare Crosley Farm-O-Road mini pickup from the 1940s. It dawned on us that heading west on Route 66 must have been one heck of an awful slog for the depression-era Okies in their busted-down Model T's, and while we can now legitimately say that we have cruised Route 66, it is just not the same, thank goodness.

Flagstaff proved to be a railroad hub, with dozens of trains rumbling and whistling past our hotel all night. The local "Mamma Luisa" Italian restaurant is a hole-in-the-wall delight; go there when you visit. Next morning we were off to the Grand Canyon, the greatest natural wonder of the world, and which has not changed a lot in the 35+ years since last we visited (a fraction of a nanosecond in geologic time,) although the scientific explanations of what happened over the eons to create it are a lot more detailed now. There is now an excursion

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train that runs to the canyon rim, and while watching it at the station, Duncan had the strangest sensation of *deja vu*. Later he realized he was standing exactly where his parents had shot home movies of their Santa Fe excursion train arriving there in 1950. A real "Twilight Zone" moment. After seeing the canyon sights, including much wildlife (California Condor, huge bull elk, antelope, deer, roadrunner, etc.) and a lunch at "Cruisers' Route 66 Diner" converted from a gas station in Williams, we discovered the best road of the trip: state route 89A from Flagstaff south to Sedona. It corkscrews down into the canyon much like our own Spiral Highway between Pullman and Lewiston, then snakes its way through scenic forests and the famous and breathtaking Red Rocks area. We're adding that one to our list of Private Roads we don't tell the non-sports-car public about. Sedona, an interesting and touristy town, had a fascinating sign saying "Bow String Closed, Use Arrow." Now what? Something about hunting season? Or was Robin Hood in the area? (We think it was about construction road closures.) We wrapped up Arizona with a visit to friends in Mesa, then headed straight across the interminable desert to San Bernardino on a Thursday, the opening day of the Route 66 Rendezvous. Oh -- my -- goodness. We understood the Rendezvous was to be a major cruise-in, but nothing, absolutely nothing, could have prepared us for the sheer magnitude of this 4-day event. When you blend the Southern California car culture with the Historic Route 66 phenomenon, operate and promote the event by the Convention and Visitors Bureau, and sponsor it by Stater Brothers Markets (grocery store chain,) you can't help but end up with something very, very big. In all our years in this hobby we've never seen anything like it. How shall we describe the Rendezvous? First, cordon off a major chunk of downtown San Bernardino about 6 or 8 big city blocks square. Insert about 1900 cool show-quality cars from 1973 and older, plus any Corvette (a good selection of all generations,) Viper, or Prowler. Yes, we said one thousand, nine hundred cars attending; that's bigger than a couple of Good Guys meets. Angle-park everybody in assigned slots along the streets. Then have about a 2.5 mile cruise route through the middle of it all so the cars can un-park, cruise around for a while, then re-park and watch the others. Open header cruising is OK, as are wild neon, LED, and strobe light displays on the cars, and low riders bouncing up and down. Make it a public event so an extra 200,000 people can drop in and watch the

(Continued on page 4)



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*By Duncan Johnson & Dee Dahlke*

*(Continued from page 3)*

fun for free. There are even spectator grandstands! Now add food booths, equipment and souvenir vendors, carnival rides, endless bands and entertainment on multiple stages, celebrity VIP appearances, burn-out contests, firefighters' competitions, a historic truck show in the middle of it all, a monster truck school bus giving the kids rides, and on and on. And it just doesn't end. (Well, it does, promptly at 10:00 PM every night, but then it starts all over the next day.) This is automotive "sensory overload" personified.

Some specific observations:

- The cars in attendance were of very high quality (you had to submit a photo with your application) and the majority tended to be skewed toward the muscle car era of the mid 1960s to early 1970s. Nothing wrong with that, but are the 1930s and 1940s classics now in a fade?
- The people were the greatest. When we applied we said we were newbies and asked for a good parking space. Wow. The officials put us on a corner across from a grandstand, midway between the food concessions and the burnout contest area, smack dab in the middle of everything. Of course we were showing our "Corvettes de Olympia" cling-on windshield header to attract the curious. We did not lack for new friends! Many who struck up a conversation were amazed that we had DRIVEN so far. ("Hey, it's a car; you're supposed to drive it.") And yes, we invited curious kids to sit in the Corvette. Gotta grow the next generation of motorheads. There was a large Latino presence (and not just the stereotypical low riders, but then that population segment has a strong history in the performance hobby and business.) The entrants and spectators were noticeably younger than us "old dead white guys" who dominate these meets in the Northwest. A good indicator for the hobby. Again, we were also pitching the LeMay Museum to anyone and everyone.
- The poker run Saturday had about 300 cars covering a 50 mile course, and the roads were amazingly good considering that Southern California is 100% suburbs with no "country." There were 9 checkpoints, although you drew cards at only 5. We had our usual awful hand. The checkpoints were at venues you might want to re-visit later, like a casino and a museum. Checkpoint workers were always handing you free bottles of ice water, defense against the sun and heat. One checkpoint gave everyone a free pizza lunch and it was located in a park with ANOTHER CAR SHOW (the "Rockabilly Show") where there were maybe 250-300 more cool cars that had cruised in. (The local paper listed 14 other car events in the area that day.)
- The artwork on the official poster, shirts, dash plaque, credentials, etc. featured a yellow 1965 Pontiac GTO convertible and an orange 1967 Camaro. Dee was in seventh heaven because that's HER vintage Camaro, of course, but many people don't know she owned that exact Goat before she got the Camaro. How cool is that?
- Given the billion-dollar value of the cruise-in cars and the huge spectator attendance there was a noticeably large police presence everywhere. Cops on foot, cops on Segways, cops on bicycles, lots of cops on motorcycles (city, sheriff, and Highway Patrol,) cops on

horses dropping deposits to add a bit of surprise autocross maneuvering to the cruise route, and even cops cruising in with a fully restored 1966 Ford black-n-white San Bernardino cruiser with the "gumball machine" red light on top. We saw no incidents!

- One night for dinner we went to the nearby flagship of the Cask-n-Cleaver upscale steakhouse chain. It's been there a few blocks off Route 66 for over 40 years and is still serving rich meat-and-potatoes meals while the rest of the world has wimped out. Long may they wave!
- Sunday morning there was a church service at one of the entertainment stages in the middle of the meet, sponsored by the local "Christian Rods & Customs" club. So we attended. A newspaper reporter came up and asked us what we were doing there. "Like, duhhh; it is Sunday. This is what we DO on Sunday."
- Later that day our son Brad (who lives in the next town -- we were staying at his house and using his extra garage stall) showed up at the meet to see what all the commotion was about. So we shoved him into our Corvette, putting Dee up on the console, and we made a couple of easy laps of the cruise route, waving to everyone, happy as if we were in our right minds. In the middle of it all his cell phone rang, and we heard him tell someone, "Oh, I'm just out cruising San Bernardino in the Corvette." Yup, OK. Can't do much better than that. We were loving every minute; have you noticed?

After the Rendezvous wound down we motored over Cajon Pass (old Route 66 there is buried under the freeway now,) then turned west and intersected I-5 just where we could drive down the famous Grapevine Hill. Then it was a straight thousand miles to get home. When it was all over the logbook showed the Corvette had covered 3840.4 miles, had averaged 56 mph for the time we were running (including the cruises and the local hacking-about,) and gas consumption was 27 mpg (many econoboxes would be proud to do that.) We used no oil, but consumed 1 quart of Meguiar's "Final Inspection." Again we say, there are four million miles of paved roads in this country and we know one great sports car that loves them all.



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**Up Coming Events**

- Dec**
- NO December General Meeting**
- Dec 13th NW Toy Run, 1 PM, 272nd Park & Ride (Exit 147 I-5)
- Dec 20th\* CdeO Holiday Party, Chamber's House Restaurant, Panorama City, Lacey, WA
- Jan**
- Jan 14th\* CdeO Meeting, 7 PM, Hawks Prairie Restaurant, Lacey, WA

\* indicates club sanctioned events counting toward membership requirements. If you have an idea for an event, bring it up.



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**The Boat Plan**

- 1:** Do not miss the boat!
- 2:** Remember that we are all in the same boat!
- 3:** Plan ahead. It was not raining when Noah built the ark!
- 4:** Do not listen to your critics. Just get on with the job that needs to be done!
- 5:** Build your future on high ground!
- 6:** For safety's sake travel in pairs!
- 7:** Speed is not always an advantage. The snails were on board with the cheetahs!
- 8:** When you are stressed float for awhile!
- 9:** Remember the ark was built by amateurs, the Titanic by professionals!
- 10:** No matter the storm there is always a rainbow waiting!

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