

Heartbeat of Olympia

Volume 36, Issue 2

Minutes of the General Meeting
January 9th, 2008

February 2008

Corvettes de Olympia	
2007 Officers	
PRESIDENT	Brian Cousineau 360-413-7645
VICE PRESIDENT	Randy Harris 360-459-8670
SECRETARY	Josette Miller 360-413-7645
TREASURER	Denny Miller 360-413-7645
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
ALL CITY RALLY	Brian Cousineau
WEB SITE	Art Carter Jon Cox
NCM AMBASSADOR	George Schwartz
SUNSHINE COMMITTEE	Frankie Sokso

Overview

Our first meeting of the New Year was held at the Italia Restaurant and started at 7:00 p.m. The highlight of the evening was hearing from our guest speaker, Norm Chapman from South Puget Sound Community College (SPSCC), with an honorable mention going to the menu—which included terrific pizza and gelato. Please read on for more details about the evening.

Agenda

- CdeO Scholarship Program
- All-City Rally v28
- Treasurer and Committee Reports
- Nomination of Club Officers
- 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. CdeO Scholarship Program

Norm Chapman, Dean of Automotive Technology Division of SPSCC, was our guest speaker for the evening. He was asked to speak to us to give new members some experience with what the program does for the students and show us what it's about on the recipient's side of the award.

Our Club has been making donations to the SPSCC scholarship program since 1991. In conjunction with SPSCC, it's one of the key events we do as an investment in our community. Over the years, CdeO has donated over \$20,000 to the fund.

With much humor, Norm described what a profound difference the program has made in recipients' lives. As Norm said, the list goes on and on as to folks that have been helped. He summarized by saying that the investment provided an opportunity for students that might not have otherwise had a door opened for them.

C. All City Rally v28

Yes, this will be CdeO's 28th rally! In July, we were at a point where we considered whether we wanted to continue doing rallies. We said, "Yes, we do!"

We needed to make a change as to how we approached the rally or it wouldn't be successful. The vision for this year's rally is that Everyone has a good time while benefiting the scholarship fund."

Brian realized he needed help, and formed a rally team. The team consists of Duncan coordinating the route with Mark, Sugar and Nick's help. Karen and Larry coordinating Operations, and Peggy coordinating the Program.

The rally team can use your help. Signup sheets were passed around during the meeting for both the pre-run on April 6th and for the rally on April 20th. If you didn't have a chance to sign up and want to help, please contact the coordinator in your area of interest.

D. Treasurer and Committee Reports

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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

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

Next meeting

February 13th, 2008 7 PM

Chambers House Restaurant, Panorama City, Lacey, WA

President's Message



What's it like to be president—or any officer, for that matter—of Corvettes de Olympia? This question is especially relevant as we close out the 2007 year and elect officers for the coming year.

To give you a feel for it, I could compare my

year as president to what it's like to drive a brand new Corvette off the lot. From the moment you first slip into it, it feels fresh, new—and downright exciting.

After a few revs of the engine, you put your foot on the gas and scream forward. The G force presses you back in your seat, but you love every accelerating second of it.

When you come to the turns, you ease patiently into them, waiting for just the right moment to floor it again. That's what it felt like for me to prepare those PowerPoint presentations, lead the meetings, develop slide shows, and hang around admiring all of you working the Spring Meet and Greet Picnic, the great

summer tours, the Open House/Hospitality Day, Ocean Shores run, and NWACC Banquet, and more. Now I'm bringing it back to the garage, but the memories are nearly as fun as the real thing. Of course, there are lots of things I might have done differently, but I sure did enjoy the ride!

Thanks to all of you for making this a memorable year.

Brian

PS See you February 13 for the elections

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Denny reviewed the Bank Accounts as of December 31, 2007 and the Year-to-Date Budget Summary as of Dec 31, 2007. We're ahead! For details, see past reports on the CdeO Web site or ask Denny.

Since we now have the ability to pay for dues via our Web site, Art proposed that we change the date when Club members' dues are collected. He proposed we collect dues for current members on their birth dates and use the vote-in date for new members. Randy noted that this would require a Bylaws change. A motion was made to use the anniversary date for all members. It was agreed that the change needs to be written up, published in the newsletter for everyone to read, and brought to the February meeting for a vote.

Reports from Standing Committees

Membership (Art) – Three new member families were voted in! Please welcome: Tom and Jo Daniels, Felix and Joan O'Reilly, and Frank and Kim Zanger.

Sunshine Committee (Frankie/Vinnie) – Our sympathies go to Larry and Karen for the passing of Larry's father. Also, we received a letter from Eric thanking us for the Christmas cards and gifts, and we should send a card to Miranda—it would be appreciated.

Sponsorship (Peggy) – Renewal letters will be going out in February.

Scholarships (Cliff) – We paid our 2008/09 donation to the college. The total scholarship fund is \$3,000; CdeO puts up \$1,500, and the college matches it. We used to have two \$500 scholarships, and two \$1,000 scholarships. The two \$500 scholarships seemed too small. With the college's approval, the two \$500 scholarships have been combined, so that we now offer three \$1,000 scholarships. Also, Cliff circulated letters the Club received from the four recipients this year.

Web Site (Art) – Up to date. For those of you who have not had a chance to visit the Web site yet, it has some nice new features. You can access the new Web site using the same link.

National Corvette Museum (NCM) (George) – Nothing to report.

NWACC (George/Meagan) – Meagan thanked everyone who participated in hosting the NWACC banquet—she continues to receive feedback on what a great time everyone had. Additionally, Meagan will be representing our Club's vote on a proposed change for NWACC car shows; specifically, combining the classes so that all like models

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COMMERCIAL

OWNER WAYNE VANDIVER



The New Buyers Tour is available through the National Corvette Museum for \$350. It allows you and up to 3 guests to tour the Corvette Assembly Plant in Bowling Green, KY and observe your Corvette being created.

Butch Kingery (owner of Classy Chassis Auto Body at Summit Lake) and I departed SeaTac late in the evening on Sunday December 2nd. We

flew into Atlanta where we changed planes to fly to Nashville TN. Nashville is the closet airport to Bowling Green (BG). It is approximately 60 miles south of BG. In Nashville I picked up my rental car (which happened to be an "F" word). It was pretty fancy though, being a brand new Taurus with all the bells and whistles. The heated seats came in real handy on our second day there as the overnight temperature got down to the low 20's. It's always nice to have warm buns.

We got into BG in early afternoon on Monday the 3rd and immediately went to our hotel. We got checked in and refreshed and then headed off to the National Corvette Museum. There we spent several hours and several hundred bucks (each) in the gift store. I just had this urge to buy orange stuff (Imagine That????).

Our timing was perfect, as we wandered around in the museum store we met our tour guide for the next day. This fellow (James Guffey) was a real southern gentleman. He had worked in the assembly plant for 19 years and when he retired became a volunteer for the museum and was eventually hired as a tour guide. He gave Butch and I a real First Class tour and answered every question we had. In addition to the New Buyers Tour the museum provides assembly plant tours to individuals buying the RC8 Option with their new Vette. This is the museum delivery option.

Our tour was scheduled to begin at 8:00a.m. on Tuesday December 4th. Butch and I arrived at the assembly plant early in anticipation of seeing my new car. We met James and the first news he gave us was a little disheartening. The tours are all scheduled around the "marriage". And the "marriage" for my car was now delayed for almost an hour and a half. The "marriage" being the point in the assembly process where the chassis and the body meet and are joined. The chassis assembly begins in one part of the plant while the rest of the body assembly starts in another. The plant by the way is huge, over 1 million square feet. Not only is the Corvette built there, but the Cadillac XLR is assembled there also. The Corvette assembly takes up 85% of the plant while the XLR gets the remainder. Approximately 150 to 170 Corvettes are assembled each day while only 12 to 15 XLRs are built.

The New Buyer Tour is scheduled to start at the "marriage" to allow new Corvette buyers to actually see their finished Corvette come off the assembly line and to allow you to do the first start (sit behind the wheel and start the engine for the first time) of your own Vette. So, you can understand while I was a little disappointed. But the good news was that it allowed me to follow my entire chassis being assembled from the bare frame to the finished chassis at the "marriage". And to see more of the assembly process. This whole experience was truly memorable.

In addition to seeing the entire chassis being assembled, we followed the body around also. We got to the body assembly point after much of the interior, dash, trunk and rear body panels had already been built. We saw the doors placed, the engine compartment as well as the com-

plete front end of the car assembled.

The museum guarantees you will be in the plant for 3-1/2 to 5 hours. Butch and I were actually in the plant for almost 7 hours. We ate in the employee lunch room. Seven hours sounds like an awful long time to be in the plant but believe me it didn't seem like it. The time flew for me. I got to see just about 85% of the assembly of my car. Due to when we arrived I was not able to see the interior, dash, trunk and rear body panels assembled.

I got to see every 2008 color you can order your Vette with the exception of Silver somewhere on the assembly line. I guess this is not a real popular color as we did not see any at all. In the order of things, the 4 cars in front of my Vette were black as were the next 5 after it. The car immediately in front of mine was a Z06. This was really neat as it allowed Butch and I to see the differences between the "normal" Corvette and an "exotic" Corvette. And believe me the differences from the outside don't appear to be much. But, starting with the aluminum frame to the 505 HP dry sump engine the differences underneath are



immense. I can honestly say that this tour ranks right up there as the best thing that I have ever done with all my clothes on.

Several things really impressed me about the tour

and plant personnel. The plant was very clean and the quality control process is amazing. At every point along the assembly line we saw what appeared to be a pull cord that resembles what you would see on a public transit vehicle (bus). At various times during our tour we would hear chimes (tunes from nursery rhymes and other themes). These chimes would occur when ever a assembly tech would pull this cord. Pulling the cord once starts the chime, pulling it the second time accelerates the speed of the chime and completely stops the entire assembly line. Each area of assembly has an assembly supervisor who oversees several assembly techs. And each of these assembly supervisors has his or her own chime. When the chime sounds the particular assembly supervisor for that area is then alerted that there is a potential problem or concern in their assigned assembly zone. The supervisor will then immediately go to his or her assigned zone to investigate the problem or concern. If the problem is big enough or can not be resolved immediately, the Vette can be removed from the assembly line to allow what ever the situation was to be rectified. This actually occurred with my car. It freaked me out at first. I was watching the assembly tech at the point where the battery was placed in the engine compartment. The assembly tech went to place the battery in it's holder and then removed the battery and pulled the cord. The assembly supervisor got to this point in the assembly line in just what seemed like a few seconds. He looked into the engine compartment and then pulled the cord the second time. This stopped the entire assembly line. And when I say it stopped the entire assembly line, that is exactly what I mean. As I stated earlier, the body and the chassis are assembled

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 from opposite areas of the plant. Even though they are not located together the assembly line for both processes must be coordinated to allow the body and the chassis to arrive at the "marriage" point at the exact same time. The problem the assembly tech observed when placing the battery was that the battery tray which is bolted to the frame with several bolts was not completely tight. Actually one of the bolts was not tight at all. The nut under it was missing and the bolt was loose. After retrieving a new nut, the tray was secured to the satisfaction of the supervisor and the cord was pulled one more time allowing the entire assembly line to resume movement. I can assure you all that all Corvettes being assembled have excellent quality control.



The other thing that truly amazed me was the friendliness of the assembly techs and their willingness to answer any and all questions that either Butch or I asked them. They didn't mind talking with us at all. Once they had finished the particular task for the particular Vette in front of them, they would turn around and chat with us. I was also truly impressed and really lost track of the number of times individual assembly techs thanked me for buying my Corvette. The folks assembling our Corvettes take great pride in what they do and do a wonderful job at it.

When you purchase your next new Vette I would highly recommend that you look into taking this tour. It will allow you to appreciate your new Vette even more than you would normally do. You do not need to be a member of the National Corvette Museum to do this tour.

And even though we started our tour later than normal, I was able to see the car be completed and I did get to sit in it and do the "first start" at the end of the assembly. For performing this action I was given a Bowling Green Assembly Plant Birth Certificate for my car.

On Wednesday December 5th we headed home. I expected the trip home to be long and uneventful. It was long but not exactly uneventful. Butch and I learned a very important lesson at the Nashville airport. It started at the Delta ticket counter when we were checking in for our return flight. I got checked in without any delay. But the ticket agent was not going to allow Butch to check into the flight because the name I used to make our reservations "Butch" was not on any of his picture ID. Butch was able to find a piece of ID with Butch on it. The problem was that it had no picture of him. After 15 minutes or so he was issued his ticket and we proceeded to the security check point. We laughed about this and thought we were okay. **WRONG!!!** At the security check point I made it through

with less difficulty than at SeaTac. You must remember that I have an artificial left knee that makes the airport metal detectors go wild. At SeaTac the check was pretty intense with me being searched, wanded, and every inch of my body patted down. Here at Nashville they simply waved the wand over my knees and let me go. I was done with my inspection and had my shoes on and noticed that Butch (who had been right behind me) was still having a discussion with the TSA officer who checks your boarding pass with your picture ID. And yup you guessed it. . . . Boarding pass said Butch but he still didn't have any "official" government issued ID with his picture and the name Butch on it. Well again after a very lengthy discussion between Butch and this TSA officer. Another TSA officer was called. They continued to talk, when Butch was led away and around a corner. I was not sure was going on as they led him away from me. Ten minutes later Butch appeared again and was allowed to continue to our boarding gate. He stated he practically had to undress and they really did the search on him. Including almost completely unpacking his carry on suitcase. Once we were out of sight of the security folks we actually laughed about his situation. And we both agreed that we had just learned a very valuable lesson, the hard way. When you make airline reservations make sure you know the real name of your fellow travelers. And make sure the name you use on the tickets can be shown on an approved government ID such as a drivers license.

We made it home safe and sound and I then only had to wait another two weeks to take delivery of the car.

I bought the car from Bret Chevrolet in Kent and highly recommend them to anyone that is interested in buying a Corvette. This was the easiest car I have ever purchased, I sent out email to about 8 Chevy dealers with exactly what I wanted in the car and asked for a price quote. I knew exactly what the MSRP was for what I wanted on my car and only had to wait for replies. Bret Chevrolet came back with a price quote that was almost five thousand under the MSPR. Thusly they got to sell me the car. One of the other dealers to send me a price quote was Friendly Chevrolet in Puyallup. Their price quote to sell me the car was the exact MSRP that I already had. They proceeded to tell me that I would not be able to do better anywhere else. HA, I said. They should change their name to Un-Friendly Chevrolet.

The car is in my garage and I absolutely love it. So far I have only been able to put 150 miles on it. Now if only we could get a long stretch of dry sunny weather! Spring is not that far away now!!!! Sigh. . . .



with less difficulty than at SeaTac. You must remember that I have an artificial left knee that makes the airport metal detectors go wild. At SeaTac the check was pretty intense with me being searched, wanded, and every inch of my body

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are judged together. For example, all C1s, C2s, and so on. She sent out an email about the proposal, and needs our votes in the February meeting. We can vote by e-mail as well.

Events and Activities (Jon) — In Jon's absence, the next three upcoming events were announced: Corvette and High Performance Swap Meet, Lion's Club Breakfast and the Rally.

E. Nomination of Officers

The following nominations were made for next year's officers. New officers will be voted in at the February meeting. Other nominations will be accepted at that time.

President – Peggy Rogers, Dick Swanson, and Larry Weniger

Vice President – Meagan Renick and Randy Harris

Secretary –Vinnie Puntenev and Sharon Swanson

Treasurer –Art Carter and Larry Weniger

F. Other Business (and Raffle!)

Next Month's Meeting Location will be at the Chambers House Restaurant in Panorama City.

February Meeting Reminder – We will be electing new officers.

Let's Raffle! – Frank Z. won the cash prize, and will bring February's raffle prize.

The meeting was adjourned after the raffle at 8:30 p.m. See you at the next meeting on February 13th!

Submitted by Josette Miller, Secretary

A woman in a Corvette and a man in a Porsche are involved in a car accident on a snowy, cold Monday morning; it's a bad one. The woman is at fault.

Both of their cars are totally demolished but amazingly neither of them are hurt.. God works in mysterious ways.

After they crawl out of their cars, the Porsche man is yelling about women Corvette drivers.

The woman says, "So you're a man. That's interesting. I'm a woman. Wow, just look at our cars! There's nothing left, but we're unhurt. This must be a sign from God that we should meet and be friends and live together in peace for the rest of our days."

Flattered, the Porsche man replies, "Oh yes, I agree with you completely, this must be a sign from God! But you're still at fault... Corvette women shouldn't be allowed to drive."

The Corvette woman continues, "And look at this, here's another miracle. My car is completely demolished but this bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune."

Then she hands the bottle to the Porsche man. The man nods his head in agreement, opens it and drinks half the bottle and then hands it back to the Corvette woman.

The woman takes the bottle, immediately puts the cork back on, and hands it back to the Porsche man. The man asks, "Aren't you having any?"

The Corvette woman replies, "No. I think I'll just wait for the police...."

Proposed By-Law Change

Since our new web site gives us the ability to track members by anniversary date (date voted in), members can now pay their dues within 60 days of that date.

There are some advantages to this method:

- 1 Since we've always had a cash flow problem, we would now have income spread out over the year rather than March.
- 2 New members would be paying the full dues, rather than some fraction depending on the month voted in.
- 3 Members will receive an email notice of the dues from club express.

Since payment of dues are addressed in the club by-laws, I have proposed a change:

Here's the existing rule:

B. Dues are payable during the first sixty (60) days of the CdeO calendar year, after which the delinquent member's name shall be removed from the membership rolls.

Proposed change:

B. Dues are payable within sixty (60) days of a member's anniversary date (date voted into the club), after which the delinquent member's name shall be removed from the membership rolls.



Updated Proverbs

- It's easier to destroy a castle from the inside.
- Children should be seen as they're herded.
- Look before you leak.
- When in doubt, shut your mouth.
- People who live in glass houses don't have a lot of privacy.
- Never run from your problems, walk slowly, because problems can sense fear.
- A penny saved, isn't that much money.
- Fools fall in love in a hurry; it's the divorce that takes so damn long.
- Love thy neighbor, just don't get caught.
- The proof is in the pudding, so always check your dessert for evidence.

It's All In How You Look At It!

"Having Fun with Corvettes in 2007"

By Brian Cousineau

The 2007 CdeO year is coming to a close, and the Club is poised to choose our leadership for 2008. What happened last year—gains and losses—that can help us steer our course in the next 12 months and the years to come?

Having Fun with Corvettes

Last March I presented a vision to the Club for 2007: It was a simple vision copied from Randy, Vinnie, and others who had been around for awhile and whose experiences I respected: "To Have Fun with Corvettes."



To make it more meaningful for planning purposes, I expressed the vision in five goals:

- Have Fun with Corvette Activities
- Have Fun with Community Events
- Have Fun with Other Car Clubs
- Expand Member Participation in Organizing Fun Activities
- Make Supporting the Club Fun for Sponsors

I can't take credit for this vision or these goals: they were what I heard Club members saying we do already or want to do.

Why Is Having Fun So Much Work?

I can't remember working harder than I did last year! Whether cleaning up the Vette or organizing for a big event, it was a lot of work—not just for me but for all of us. After awhile I started wondering if it was how I was looking at it—not the actual labor—that made it seem hard. So I compiled a list of "myths" that might be in the way of having fun.

Myth 1: We Always Do the Same Old Thing

True...in one sense. We have our yearly gold-standard activities, like One Lap Around Mt. Rainier, the Mt. St. Helens Tour, the Ocean Shores Run.

But when a guy in a Corvette pulls up at a stoplight, says "Where you all going?" and then joins us on the drive around Mt. Rainier or Eric and Miranda do a 180 into the parking lot as we gather for the Ocean Shores Run, it changes the mix.



So everything we do is new—it's all in how we look at it.

Myth 2: Doing Things for the Community Is Not Worth It

Partly true. The huge mall shows and week-after-week parades have dwindled over the years. And CdeO participates in fewer

community events than in the past. But remember how the



presence of two dozen Corvettes generated excitement at the Lion's Club Pancake Breakfast. Or the wide-eyed pleasure of high school students seeing their homecoming court paraded in super-fine driving machines. Or the impact of our automotive scholarship program on the people who might service Vettes in the future.

Truly worth the effort. It's all in how we look at it.

Myth 3: Nothing in Common with Other Car Clubs

Not true. No question, there's nothing to match the thrill of being car #5 in a stream of two dozen four-taillight Corvettes snaking down a country highway.



But you gotta love the relaxed assembly of cars from six area car clubs at the Spring Meet and Greet in Yelm last April. Or the sheer wonder of 250-plus street rods, muscle cars, and classics on the grass stage of Corvette and High Performance for the Open House/Hospitality Day. Owners of all these cars share a love of the machine and a willingness to invest countless hours to make theirs the best it can be.

Lots in common, I'd say. It's all in how we look at it.

Myth 4: Members Don't Want to Participate

Busted! And a real eye-opener for me, to boot. Like most volunteer organizations, CdeO seems to have 20% of the members doing 80% of the work of organizing activities.

That is true...unless we lay out the job, why it's important to do, and break the tasks down so members can see how to participate. I always thought that

if Post-Its were created for every task needed for a big event and put on the wall for members to pick, there would be no notes left at the end.

We never did the Post-Its, but that's nearly what happened to make the Open House/Hospitality day



(Continued on page 8)

by Duncan

(Continued from page 7)

work so well. And I'll never question our member's dedication after they came out in force on a dismal, rainy October day to support the Titus-Will Open House. (Lynus said his Vette hadn't been out in the rain in two years, but there he was!)

Yes, participation is sometimes a problem, but it's a communication issue for our leadership, more than a motivation issue among members. It's all in how we look at it.

Myth 5: Sponsors Don't Receive Return for Their Investment

We could do better. CdeO has generous sponsors, and it's our job as a Club to make sure they receive back more than they give.

Of course, sponsors have different reasons for supporting our Club, and we are more familiar with those reasons for some than others. I don't think we're there yet, but what if our sponsors had as much fun supporting our Club as we have being a part of it.

Whether through newsletter ads, making referrals, finding opportunities for involving them more directly in our events, or just holding their best interests in mind when we make Club decisions, we all can help on this one. After all, it's all in how they look at it.

So How Did We Do?

Pretty well, I'd say. We started with some bumps and then picked up speed over the year.

We learned some things we need to do differently in the All City Rally and the Newsletter distribution approach and we've made some changes.

Our tours around the mountains, to the coast, and out in the country are still great fun, and fresh touches like the extra leg on the Ocean Shores run or the Olympic Peninsula overnighter make them even better.

We had over-the-top successes at the Open House/Hospitality Day and NWACC Banquet. Some folks have wondered how we could ever top them next year.

We have a hot new web site whose potential we're only beginning to enjoy.

Financially we've managed our resources responsibly, so we can do things next year we otherwise might not be able to do.

Bottom line, it turns out that fun is not really definable—you just know it when it happens and you like it. And fun takes a lot of work—but sometimes that's just what makes it fun for us. Finally, it really is all about how you look at it!

I must have been a good boy this year because Santa brought me two Corvette books. The first is "**The Ultimate Encyclopedia of the Corvette**" by Peter Henshaw. I've been suspicious of anything called an encyclopedia ever since my grade school teachers always had us looking up things in the encyclopedias and then I got to high school and we were suddenly forbidden to use them, being sent to original source materials instead. But I digress. This book appears to have been written by some British Commonwealth citizen who attended the "Vettes on the Rockies" meet in Colorado and then proceeded to write a book around his personal photos of the big event. That means the pictures are interesting, with many of them showing older Corvettes in period-correct accessories, not meticulously restored to factory-fresh perfection. But it also means the text isn't factory-correct either and the outright mistakes are plentiful. For example an air conditioned "327" engine is identified as a "solid lifter high compression 427," and a car with a 502 crate motor is called an L-88. Buy this book for an amusing read, not a source of factual information you can use to settle bar room arguments. A better effort is "**The Corvette Dynasty**" by Matt DeLorenzo, a well-known automotive writer on his own, and cousin to Tony DeLorenzo, the famous Corvette racer of the 1960s and 1970s. It's a nice narrative of Corvette history, and the car's ups and downs, from the Motorama concept car up to an allusion to the C6 "Blue Devil" (which became the just-announced new ZR-1.) The author avoids struggling to find something worthwhile in the "down" models; he just cruises past them. (Too many people have already gagged on slathering praise on the 1972 Corvette for being the last coupe with a removable rear window. Like, oh wow.) If you're a beginner in the hobby this book will make you adequately smart, and if you're an old-timer like me you'll get your Corvette synapses firing again, without getting bogged down in minutia like how many 1962s had wide-base wheels with small hubcaps. Many of the pictures are familiar, but too many of them are of decidedly fuzzy quality, like a copy of a copy of a copy. There are a lot of fun enclosures tucked into the pages, like a CD of Corvette sounds plus reproductions of sales brochures, press kits, event tickets, etc. It's worth some space on the enthusiast's bookshelf.





Upcoming Events

February

- Feb 2nd* TCC Open House, Auburn, WA. (Jon Cox 360 459-8658)
- Feb 9-10th Corvette & High Performance Meet, Puyallup, WA (360 786-8844)
- Feb 13th* CdeO meeting, 7 PM, Chamber's House Restaurant at Panorama City, Lacey, WA

March

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

April

- April 5th* Lacey Lions Pancake Breakfast & Car Show, NT High School, Lacey, WA (Randy Harris 360 459-8670)
- 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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