

Heartbeat of Olympia

Volume 35, Issue 6

June 2007

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CORVETTES de OLYMPIA

Minutes of the General Meeting

May 9th, 2007

Overview

With the bang of the gavel, Brian began the meeting promptly at 7:00 p.m. Similar to April's meeting format, the agenda was streamlined to allow time after the business portion of the meeting for a presentation by George on the expansion plans of the National Corvette Museum. And, yet, much information was covered, as captured in the minutes below.

Note: Randy produced a picture video ("Muvee") of 2006 CdeO Events which played in the background before the meeting began. Anyone interested in a copy should contact Randy.

Agenda

Introductions and Approval of Minutes

April Recap

Treasurer and Committee Reports

Upcoming Events and Other Business

Business Topics

A. Introductions and Approval of Minutes

The meeting began as usual with introductions, and moved into a quick review of the Vision.

The minutes from the April 11, 2007 meeting were approved with two changes proposed by Cliff Reichel.

B. April Recap

All-City Rally

Megan reported that 56 entries participated in the rally this year. Out of 56 entries, 46 finished the race. The financial report is still a work in process; all receipts have not yet been submitted.

Spring Meet and Greet Picnic

Chris reported that we had a wonderful turnout for the picnic. After she and Bob reviewed the signup sheets, they discovered that nine clubs participated. The Tenino Club had a picnic in our area, yet they participated in our event as well. Other clubs said they would like to do it again next year. Randy mentioned that he was in charge of the weather—it was lovely!

C. Treasurer and Committee Reports

Treasurer's Financial Report

Denny reported on the state of the finances. All the money collected for the rally has been deposited into the rally fund; rally expenses have been paid for out of the general account—we're still waiting for final bills.

Denny decided not to go through moving money around until all bills have been submitted. Randy added that the rally fund will disappear after the expenses have been paid, and money from the rally will be moved into the general fund. For details on a preliminary Profit and Loss from the rally, check with Denny.

Reports from Standing Committees

Membership

Nothing to report.

Web site

Art announced that the Web site is up to date. The April minutes and the results of the rally have been posted.

Sunshine Committee

Frankie reported that everyone is healthy!

Scholarship

Nothing to report.

Historian

Nothing to report.

National Corvette Museum (NCM)

George gave a special presentation on the museum as the last item of the meeting.

NWACC

Megan has been elected President of NWACC. She reported that a meeting was held last Sunday during which they reviewed potential changes to bylaws and began looking into dates for the

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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

June 13th, 2007 7 PM

Tumwater Valley Bar & Grill, Tumwater, WA

President's Message



Several of us carried Lakefair princesses in the Sequim Irrigation Festival Parade last month. Prior to the parade, Lee invited his princess guest to sit in the driver's seat, rev the engine, and feel the thrill of the Corvette (while sitting still, of course). Others of us followed suit, and I was struck by how much more

experienced at it. One brings the know-how and the other a fresh perspective on the event. Together you make it better. We have some incredible talent and experience in our club, and it's a shame not to put that to good use. So just let me or one of the other club officers know you're interested in doing something, and we'll figure out how you can do it. The club will be richer for your involvement—and you'll have so much more fun!

Brian

fun it was for the princesses—and for me—after sharing the enjoyment of Corvettes with them.

This echoes my own experience serving as President this year. Since becoming a member in 2004, I've always enjoyed participating in the events and activities, but it's been so much more meaningful—and downright fun—now that I'm in the middle of everything that goes on in the club.

Here's the point. If you really want to have some fun with Corvettes this year, join in on the planning and organizing of the events. You'll be pleasantly surprised when you take that extra step to help make something fun happen.

Mark Twardzicki actually gave me the idea of how this could work. If you want to be involved and you don't know how to do it, we'll team you with someone who's

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(Continued from page 1)

autocross this summer. George noted that the Shelton Mar-que Club will be hosting an autocross in Boeing's parking lot on September 9th. Please check with either Megan or George if you have questions about the autocross.

D. Upcoming Events and Other Business

Upcoming Events

Jon made special mention of the Club's next three events:

Sequim Irrigation Festival Parade - Five cars have volunteered to carry the Capital Lakefair princesses this weekend.

Washington Coast Tour - Coming up on Saturday, May 26th. If you have questions or want to see an itinerary, check with Randy.

Vette-a-Bration – Coming up the weekend of June 8 through 10th.

Note: In future, to more clearly indicate CdeO-sponsored events on the Events & Activities Information sheet, Jon will place an asterisk next to our Club's events.

Ocean Shores Flag Day Parade – Coming up on Saturday, June 16th. Nick Strizic reported that we have only had a few re-sponses. The parade dates back to the '70s and '80s—one of the only Flag Day parades in the Northwest. Staging begins at 10:00 at the Ocean Shores Convention Center. The parade starts at 11:00, and takes about 1 ½ hours. Nick and Sandi are on the committee. The parade will have military tanks, a color guard, 500 people in the parade, and a few 1000 watching. May need a few convertibles for dignitaries. Final information available at the next CdeO meeting. For questions, please call Nick or Sandi.

Olympic Peninsula Weekend Tour – Randy reminded everyone that rooms must be reserved no later than July 20th.

Griot's Garage – For anyone interested in learning how to detail your car with products the garage has available, please see Art. Sessions are usually held on Saturdays; three dates currently available. They offer coffee and donuts, and the sessions last about 1 to 1 ½ hours.

Yelm Chamber Foundation Car Show on June 2 – The Yelm Chamber of Commerce is developing scholarships for children in the Rainier, Roy, and Tenino area. John Thompson reported that the car show will be held in the Yelm middle school parking lot. All proceeds go the education fund. Any car welcome - \$10 donation. It will be held some time in June. It's a fun show. They had about 50 cars turn out last year. They plan to sell hot dogs, and bring in booths. If the club brought enough cars, we could have a people's choice award trophy. Starting at 9:00; trophies will be awarded at 3:30. Have 12 categories you can enter.

Other Business

E-board Meeting – Brian announced that the next meeting will be held on Thursday, June 7th from 6:30 until 8:30 p.m. Everyone is welcome. Topics will include: The All-City Rally—what worked, what didn't work. Web site ideas – Brian and Denny have been exploring some new ideas that

they would like to present. Hospitality Day – explain what it is in conjunction with the High Performance Open House.

Christmas Party – Peggy has been researching places for the Christmas party. Places are booking up fast. This year it will be held on December 1st at Panorama City.

End of Summer Run – Coming up on September 22nd. Jon reported that rooms have been set aside at the Grey Gull. If you're interested, reserve your room soon!

Titus-Will Chevrolet Open House – Coming up on October 6th from 11:00 until 2:00. Food will be provided.

Today's Raffle

\$18.00 went to Brian Mencke with the red C6; he will bring the June door prize.

The meeting was adjourned early as planned, and George then gave a video presentation on the National Corvette Museum. See you at the next meeting on June 13th!

Submitted by Josette Miller, Secretary

For Sale



1998 Triple black convertible. Late model polished aluminum wheels. Good condition 100 k miles. \$20,000 obo.

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Luxury amenities such as power steering, air conditioning, and leather seats were first available in the 1963 Corvette.

The earliest serial number air conditioned Sting Ray has a production build date in October, about 6 months before the rest of the A/C cars. It seems the owner was a GM executive who had the car returned to Chevrolet for refitting with A/C.

The 1963 roof panel molds were built using wrong dimensions, such that all roof panels were too small. This left a gap seen in the door pillar above the door latch in all but a few cars. The ones where it is not found were cosmetically covered up with body filler.

The famous "split" rear window for the new Corvette almost never came to be. It seems that Bill Mitchell and Zora Arkus-Duntov argued over the design. Bill Mitchell won out for the 1963 Model, but it was removed for 1964 never to be seen again.

The 1963 Grand Sports, while originally looking much like the production coupes, had no body parts in common. The fiberglass body panels were roughly half the thickness of production panels to save weight.

The 1963 Grand Sports originally were released without fender flares, using the stock look. However, they were wider to allow a wider tire 8.25x15 rather than the stock 6.70x15 tire.

Aluminum knock off wheels only cost \$322 for a set of 5 in 1964.

Only the driver's side vent on the 1964 Corvette is functional.

Side mounted exhaust systems first appeared in 1965.

The first major tire size change in Corvette history occurred in 1965.

Tire size changed from 6.70x15 to 7.75x15

While the 427 was developed first, the 396 went into the Corvette, Chevrolet, and Chevelle in 1965 due to a GM policy restricting them to less than 400 cubic inches.

The 1965 396ci 425hp engine option lasted only one year.

1965 was the first year to have two separate hoods - the smooth small block hood and the big block hood with a "power bulge."

1966 marked the last year for knock off wheels but the first for shoulder harnesses and headrests.

The 1966 Corvette was not eligible for the SCCA Trans Am, due to the upper limit of 5.0 liter on engine displacement. Chevy's only eligible car was the Corvair.

Only 20 RPO L88 427 engines were opted for in 1967. To discourage street use, GM rated these engines at a conservative 430 hp (5 HP less than the L71 engine option) although they actually pumped out well in excess of 500 ponies.

In late February/early March, 1967, some small blocks received the big block hood due to a manufacturing problem with the small block hood mold. These were not given the hood stripe.

The "GM Mark of Excellence" sticker appeared, placed on the inside driver's door jamb, appeared in 1967 only.

Federal law mandated the removal of spinners from wheels in 1967, so the knock off wheel of 1963-66 was replaced with a bolt on wheel. 1967 was the first year "vinyl" was offered as an optional exterior covering for the hardtop.

The '67 model was the first to have the "tank sticker", or the build sheet, attached to the gas tank.

A 36 gallon fuel tank, the largest ever offered, was available as an option in the Corvette from 1963 to 1967.

The speed warning indicator option lasted for only three production years... 1967, 1968 and 1969.

The '67 LeMans Racer was "DRIVEN" to the track from the airport (in place of being trailered) because the trailer was chucked full of parts!

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704 SOUTH LILLY ROAD

Even though gas prices are at an all time high and filling your fuel tank requires a second mortgage on your home or some form of expensive collateral, it certainly didn't affect the turnout for the first CdeO Pacific Coast Tour. Rather than the traditional drive to Westport for lunch and to Raymond, this year we went north. Again we met at the Royal Bean Coffee stand in Tumwater and despite the newly installed center divider on Tumwater Blvd. and the roundabout, it worked just fine. It requires an alternate route to enter the coffee stand but departure is improved. We don't have to cross traffic to leave, a right turn out of the parking area, around the roundabout and back to the light on Linderson Ave. Sort of like a parade lap at the roundabout.



So at 9 AM there we all were. Bob B., Brian & Betsy, Lee & Sherry, Denny & Josette, Wayne & Linda, Art & Linda, Jim & Peggy, Dave & Michelle, Eric & Miranda, Brian & Sheryl, Russ & Linda, Hill & Becky,

Susan & myself, and a new face and car, Kyle & his daughter Sydney ready to head west on a cool, slightly overcast, Memorial Day weekend Saturday. After ordering lattes, mochas, and espressos, the first real order of the day was to convince Kyle to open the hood on his red C5 coupe to show off the Kenny Bell supercharger tucked neatly under the scooped hood. An impressive sight indeed. Adding about an extra 180 hp, the chrome package set off the engine bay very nicely. Kyle and his daughter responded to an invitation that I placed on a website, Corvette Forum, inviting local Corvette owners to join us on the day cruise. Nice to meet some of the guys you read and talk with online and put a face to an online name.



So once we were done loading up on caffeine we hit the road, north on I 5 then north on 101. Of course the first stop was Montesano, why would it be any different than any other trip? All that caffeine has to go somewhere. Besides, Tim & Virginia, who live in Montesano, were waiting there for us there to join the tour.

Upon arrival, there was the mad rush into the store to form lines at the bathrooms and then back to refill the empty drink cups, does this



sound like endless cycle to you? Someone described us a group of people driving really nice cars from one bathroom to the next. I guess that's pretty close.

Even though the temperatures were barely making 60 degrees, there were a couple of tops down already. Every now and then, the sun would struggle between the clouds and there was hope that it would eventually burn off the low hanging fog and clouds.

A quick briefing to the drivers that we might get separated in Aberdeen but we would regroup once we got outside of Hoquiam and to head for Ocean Shores was needed. Actually, we made it through the city pretty nicely and only a couple of cars were ambushed at lights. The next scheduled rest stop, see above CdeO description, was Oyehut, so on we rolled.



Just after leaving the Grays Harbor bay, we caught up with an older Ford pickup loaded with firewood, having great difficulty maintaining the speed limit and creating a long back up of cars, each thinking to themselves how to get around this obstruction. As the cars in front of us edged closer to him looking for an opportunity, a big piece of firewood, flew off his truck bounced along the road and came to rest in the opposite lane of travel but not before causing a mad scramble of cars all looking for a clear path to avoid becoming firewood fodder. I doubt if he ever knew he lost the piece of wood. Fortunately, a couple of miles down the road he pulled over to let the line of about 25 cars pass, probably saying to his partner, "Where the heck did all those cars come from?" as he spit tobacco out the window.

Wasn't long before we arrived safe and sound at our next rest stop and formed the required line at the Port A Potti, the benefits of traveling in the Four Star Rest Stop Tour! This was a short stop and it was no time at all before we were back on the road, traveling north along the Pacific Ocean through Pacific Beach, Copalis, Iron Springs, to-

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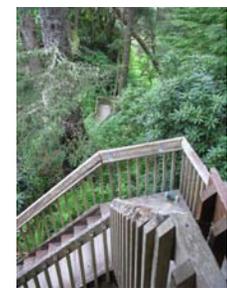
wards Moclips. We made a swing through the newly formed, and still forming, town of Sea Brook, a resort city being built on a bluff above the Pacific Ocean where tiny vacation homes start at about a half million dollars. Stacked side by side with no view of the ocean and a steep walk from the city down to feel sand between your toes on the beach, it's difficult seeing how this will be a success but as I understand, many of the homes have already been purchased and are up for rent by the owners to vacationers. When finally finished, the town will have restaurants, shopping, and day to day staples. I think I'll put my half million in a few more "mods" to the Vette or another tank of gas.

From Sea Brook it was only a few short miles to Ocean Crest Resort where our lunch was being prepared. Overlooking the ocean on a high cliff, this restaurant, hotel, and resort fits neatly between the trees and brush packed along the roadway. Getting 15 Corvettes safely parked took a little doing but we are pretty proficient at this and before long we were seated in the upstairs dining area, waiting to be fed like baby



birds in a nest. Lunch was a cold sandwich buffet with several kinds of bread, cheeses, ham, salami, turkey, roast beef, lettuce, onions, tomatoes, pasta and potato salad, cookies, brownies, and ice tea. Didn't take long to settle the rumbling crowd when their mouths were full. The dining area afforded a very nice view through the trees of the beach and ocean. Don't think anyone left hungry. The bills were interesting, they said 2 Corvettes @ \$16.00. Hmm? Some buy, refer to where my half million will be going.

Now it was time to stretch your legs for a moment and tamp down that huge sandwich you just engulfed before settling back into the Corvette recliner. And time for more mandatory BS, first you feed the body then the mind? Since the resort sits high above the beach, access was a long, long set of winding stairs that wove back and forth between the vegetation and shrubbery like a wooden



snake. Each turn had its own landing and a set of benches. I'm guessing the walk down would not be so bad but the required return trip would find every set of benches provided. Best to do this before loading the tummy up with heavy tonnage. We opted for the leather recliners in the Vettes. Back on the road, north on 109 towards the Tahola Indian Reservation after a parade lap through Moclips. The temperatures were still

barely breaking 60 degrees but there were more tops that came down. Brave souls, indeed.

About 10 miles north, the road ends. For as long as I have known, 109 ends at the Quinault River where it empties into the Pacific Ocean. The bridge has never been completed and access north from there requires driving all the way around to 101 to continue.



So our northern journey ended there with a U-Turn in Tahola. There isn't much to see in Tahola and very little in the way of investment properties unless you are into broken down trailer homes or shacks.

So we headed south on our original route and another parade lap through Moclips. However, just south of Moclips we turned east on the Ocean Beach Road and visited the big city of Aloha, one tavern and a couple of houses. The tavern is famous for it's chili, or so the sign says. I guess its one of those highly guarded secrets recipes that only the insiders know.

Arriving back at 101, we turned south and back to Hoquiam. Our next stop would be in Aberdeen for another mad rush to the bathrooms. We should be able to write a review on bathrooms, you think? Where to stop and when to just keep driving.



After the stop we detoured from the direct route home, touring Cosmopolis and the Blue Slough Road. A very interesting, winding road that follows, of all things, the Blue Slough. It would be a very fun road to drive if you were not held to the 40 mph speed limit. Even pushing over the plus 10 mph that will oftentimes be ignored by the LEOs, the road could be navigated much faster. Back in Montesano we traveled on 108 to Elma where we turned right onto 101 and blew through Porter, Malone, and Oakville. Just pass the Little Creek Casino we turned onto Moon Road, remembering the winding roadway from a previous All City Rally. A nice little stretch of road leading to Delphi Road and eventually back to 101 by the Evergreen State College. Several of the tour broke off to head home but a few of us ventured over to say good bye to Eric and several of his military unit who are leaving within the week for Iraq. Again, lots of food, great fresh oysters, beer, soda, and BS. Hmm? No wonder we have to tour all the



bathrooms in the state. It was a great tour but of course there isn't to many things better than a day in the Corvette on the open road with friends. Sure beats Prozac! Think we could bottle that? Randy



Upcoming Events

June

- June 2nd* Detailing/Cleaning Tech Session at Griot's Garage, Fife, WA (Art Carter 360 459-5457)
 June 2nd Yelm Chamber Foundation Car Show, Yelm, WA. 9AM Yelm Middle School Parking Lot.
 June 9th* Lacey Mid Day Lions Summer Car Show, South Sound Mall, Lacey, WA
 June 13th* CdeO meeting, 7 PM Tumwater Valley Bar & Grill, Tumwater, WA
 June 16th* Flag Day Parade, Ocean Shores, WA (Nick Strizic 360 593-0530)
 June 23rd* One Lap Around Mt Rainier, Leave Royal Bean Coffee Shop, Tumwater, 9AM, Randy Harris (360 459-8670)

July

- July 4th* Tumwater Parade & CdeO Picnic, Tumwater & Harris's home, Royal Bean 9:30 AM, Randy Harris (360 459-8670)
 July 6,7,8th Shadow of the Mountain, Leavenworth, WA (253-874-9562 or www.TacomaCorvette.com)
 July 11th* CdeO meeting, 7 PM Tumwater Valley Bar & Grill, Tumwater, WA
 July 14th* Windy Ridge/Mt St. Helen's Tour, Leave Royal Bean Coffee Shop, Tumwater 9AM, Randy Harris (360 459-8670)
 July 20th* Lakefair Car Show, Deschutes Parkway, Olympia, WA, Randy Harris (360 459-8670)
 July 21th* Lakefair Parade & After Parade Picnic, Olympia, WA, Randy Harris (360 459-8670)
 July 27-29th Rose City Classic Car Show, Gresham, OR. Allen Cohen (503 706-4737)

Aug

- Aug 3-6th Thunder in the Mountains, Whistler, BC (www.bccorvetteclub.ca)
 Aug 4-5th* Olympic Peninsula Weekend Cruise, Leave Royal Bean Coffee Shop, Tumwater 8AM, Randy Harris (360 459-8670)
 Aug 8th* CdeO meeting, 7 PM Tumwater Valley Bar & Grill, Tumwater, WA
 Aug 25th Harold LeMay Open House, Spanaway, WA

September

- Sept 2nd* South Bend Parade and Day Tour. South Bend, WA. Duncan Johnson (253 845-2424)
 Sept 8th* Corvette & High Performance Open House, Olympia, WA. Larry Johnson (360 754-7890)
 Sept 9th Vettefest Autocross, Shelton Airport, George Schwartz 360 456-1242
 Sept 22-23rd* End of the Summer at Ocean Shores, Ocean Shores, Vinnie Puntney (360 491-7379)

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

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