



Spokane Corvette Club and the Spokane Corvette Club Logo © 2003

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We are waiting to hear what will happen with Casey's and hopefully will have some answers by the next meeting. It looks like Fall is here and I don't think Winter will be far behind. Let's hope if it is a hard winter this year like everyone is saying, that it will be one that doesn't linger on into Spring like it did last year.

Everyone has probably put your baby away for the winter. Don't forget to keep an eye on her and keep her warm if you can. You can still come out on the dinner cruises without her, she won't mind. She would probably prefer to stay home out of the cold weather anyway.

We did some of the same things this year and changed a few too. It sounds like everyone had a blast at the show in Nelson and we may be making it our annual trip to Canada. Thanks again to Jeff and Cathy Robinson for setting that up and making the hotel arrangements.

Thanks to everyone who has made our club what it is. Thanks Ken for the great runs, Katherine & Charlie for doing such a great job at setting up the dinner cruises, Chuck for stepping back in when we needed you, Kelly & Jackie Brown for Glass on Grass, Bob for keeping us up to date on what happens at the meetings and Barb for her great job as Treasurer and handling the merchandise sales. There are others there in the background, not looking for fame but doing a great job. Thank you all and I apologize to anyone I left out.

Pat T.





Canada's Perfect Pair



I had a passion for Corvettes since I was about 10 years old, when I got my first Hot Wheels '68 Corvette coupe, it was blue.....I still have it, I think. Anyway, went from Mustangs to Camaros to the Corvette. In 1992, I had a 1986 Camaro IROC Z28 with only 7800 miles, that I had ordered new in '86. It was time to move up to the Corvette, I went to my Dealership in Cranbrook, B.C. in September 1992, and placed an order for a 1993 Corvette. It had to be special, as this maybe the only Corvette I will ever have. I thought about a 40th anniversary car, but Derek Spring at Northstar Motors said not to as there would be too many of them. So when doing my research, I decided that color code 75U , Brilliant Red Metallic (they changed it to dark red met later) was the best color for a Corvette (all Corvettes are red aren't they??) So the order went in for a full load '93, 6 speed coupe, both tops, the more rare red glass top and a Z0-7 suspension package, the works. \$49,268 plus all the taxes...well over 50 grand ...in '93!!!

I was living, eating and breathing Corvettes, buying every book and magazine on them (nothing has changed !!) January 1993, up to my rear end in snow, just trying to stay patient waiting for my new ride. Derek Spring calls and tells me he can't get he car....GM in their infinite wisdom have cancelled the color for 1993, code 75 U was not available!!!!!! Needless to say I was wild and very disappointed, this was THE color and no other would do. I was crushed, he said " leave it with me for 15 minutes and I'll get back to you"....so I did, like I had a choice...he called back in exactly 15 minutes, he got the car...now this is very big, GM builds or used to build Corvettes by color, all red ones, then blue, then white , yellow etc, once the color run was done there was no going back, so if the color run was done that was too bad for you (me) Derek called Oshawa Ontario, Canada to the ' Editing Department' and they called the factory in Bowling Green Kentucky told them the story of woe and they relented and built my car, out of color sequence, my '93 Corvette coupe is number 325 of 325 color code 75U built for 1993!! She is the LAST one . I have all the documentation on this as well as all other docs, like the " Interim Invoice" from GM to the dealership that tells me exactly how much Northstar paid for the car to GM, !! Window sticker, build sheets, order sheets to GM from Northstar all for my car. The Interim Invoice is an internal doc, that a friend managed to snag for me. I have every piece of paper I could possibly get for the car. I was even given the original GM Parts Book for the C-4 Corvette from the dealership when they went digital. Everything is original except for the tires, oil filters and the distributor...she has just 43,000 pampered miles, never raced, never spun the tires, rarely sees a drop of rain, the most gravel she sees is my driveway. At this time I have no plans to ever sell her, I know in the real world she is nothing special, but to me she is very special, as she is my first Corvette and the color story and all the documentation....she is strong, and good looking and best of all I realized a dream that I had since I was 10 and she is well and truly paid for !! In '93 my payments were \$735.00 per month. A huge amount for a working guy. I thought about the new ZR-1 , but the extra \$32,000.00 for the LT-5 was definitely out of my range as was the roadster, that was \$8000.00 more than the coupe...all that over and above of the \$50,000.00 base price.

Always wanted a roadster....fast forward to 2007....I sort of made it known around that I might be interested in a C5 roadster....it had to be special too. A friend of mine in Montana had one, a 2003 50th Anniversary roadster (that was special enough for me)....he made it known, he maybe interested in selling the car and moving up....emails back and forth for a few months over the winter of 2007-08. I was getting excited.....we went to the car show in Spokane in March 2008, where we talked, I was excited.....turned out at that particular time he had decided it was n't right for him to sell the car, due to other commitments...I was disappointed. Time marched on.....about 4 months later, I get an email asking if I was ready to buy the car in August....I was skeptical ,as he said he wasn't going to do anything with selling the car for at least another year. I said yeah, I was interested....I was excited... again. We got together at Glass on Grass that year and went 'out back' and talked. Just two good old boys talking cars over a beer..... we discussed each other's ideas and plans, he asked for an offer, I asked for a price....he gave me one, we parted for dinner....got back together afterwards, I gave him a counter price and we met in the middle. The coolest part of this story is that we live in different country's, hundreds of miles apart, got together made a deal and due to circumstances, couldn't finalize the deal for almost 2 more months, which we did, and everything went perfectly, BUT here is the COOLEST part, this whole deal was done " Old School", with an agreement and a firm handshake !!!! He trusted me and I trusted him, the best car deal I have ever been part of. So now not only realizing my dream of owning a Corvette, NOW I have two of them !!! Hope to see more on the horizon, just don't tell Cathy yet !!

I guess dreams do come true !!!!

Jeff & Cathy Robinson

SPOKANE CORVETTE CLUB

Meeting Minutes

October 14th, 2010

The meeting was called to order at 7:00 p.m. by President Chuck Adams. The Minutes from September's meeting were approved.

Financial Report

The checking account has \$4333.23. The savings account has \$4223.44, making our grand total \$8556.67

Old Business

22 cars went on Ken Ratz's well-organized Fall Run. It was a beautiful day on great roads over north-eastern Washington. Ken has been drafted to organize the same run next year.

Our club won the participation award at Nelson, BC.

New Business

For a complete and up-to-date listing of upcoming events, please see the website.

10/20: Dinner Run to McGlades on Green Bluff. Meet at McGlades at 6:30 for 7:00 p.m. dinner.

The Holiday Party will take place on January 15. More information next month.

The spring run will be on May 1 (Bloomsday) as the usual date the previous week will be Easter.

It was Moved, Seconded, and Passed to refund the Glass on Grass registration for Brian and Gina Putnam due to illness on the day of the event.

Surplus T-shirts from this year's Glass on Grass will be saved for sale at next year's event. MSP.

Once again the club is in danger of having no location for meetings. Thus the following motion was

MSP: *The Spokane Corvette Club commits to meeting Casey's break-even figure in purchases and remittance to maintain this location for monthly meetings. The president will negotiate that figure.*

Following drawings, the meeting was adjourned at 8:00 p.m.

Respectfully submitted,

Bob Crabb, secretary



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<i>October</i>	<i>November</i>
<i>Cathy Robinson 11</i>	<i>Lona Barnum 19</i>
<i>Arlyn Thurber 28</i>	<i>Gene Syms 20</i>
	<i>Joann Ball 26</i>



JIM DRIGGERS
Corvette Manager

Bus. (509) 456-7890 • 1-877-880-CAMP • Cell. (509) 475-8202
campchev@lithia.com • e-mail: drigs@aol.com

101 E. MONTGOMERY • SPOKANE, WA 99207

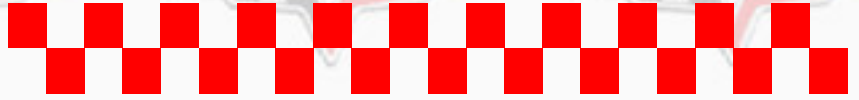


BYRON L. MCLEAN

ATTORNEY AT LAW
LICENSED IN WASHINGTON AND IDAHO

628 1/2 N. MONROE STREET • SUITE 201B • THE HOLMES BUILDING
SPOKANE, WA 99201 • (509) 252-2884 • FAX (509) 327-5610

Schedule of Club Events



Check the Club Web Site www.spokanecorvetteclub.com for a complete listing of Other Local & Regional Car Events.

UP COMING EVENTS

Nov. 11th - Club meeting at 7PM at Casey's 2126 N. Monroe

17th - Dinner run to Boston Restaurant and Sports Bar, 14004 E Indiana Ave, Spokane Valley. Dinner at 7 PM and we're meeting at the restaurant.

Dec. 4th - Spokane Chiefs Hockey Game. \$13 each. Contact Katherine ASAP 208-699-3648 or ladykatherine@roadrunner.com

Jan. 15th - Christmas Party. Details to follow



Member
Since
2005

Chronology

1965: "Big Block" engines made their Corvette appearance as RPO L78 with 396ci and 425 hp, and models with this engine were fitted with distinctive hoods. It was the last year for first-generation fuel injection introduced in 1957. Four-wheel disc brakes were included in the Corvette's base price, but 316 drum-brake 1965s were built as a delete-cost (\$64.50) option while supplies lasted. Options first available included side-mount exhausts, teak-wood steering wheels, telescopic steering columns, and goldwall tires. Sales totaled 23,564

Corvette Black Book



Patrick Railey
President/Owner
LDO

STAHL OPTICAL, INC.
S. 510 Cowley
Spokane, WA 99202
(509) 838-6501

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Spokane Corvette Club • PO Box 18325 • Spokane WA 99228-0325 • Ph: 208-968-9226