

BOB STALL  **LA MESA**
You're Gonna Get A Good Deal....



LENO'S ECO-JET
TEMECULA WINE RUN
CHALLENGED ATHLETES EVENT

NORTH COUNTY CORVETTE CLUB

CRUISE NEWS

DECEMBER 2006

Sponsored by Bob Stall Chevrolet

VOLUME 31, ISSUE 12

DECEMBER IN MONUMENT, COLORADO AT THE HOME OF DEBBIE AND DAVE HALTERMANN



DECEMBER

A time for remembering friends and their Vettes

CRUISE NEWS

Club Sponsor, **BOB STALL CHEVROLET**, 7601 Alvarado Road, La Mesa, CA 91941

BOB STALL



LA MESA

You're Gonna

Get A Good Deal....

Editor: Clarice Hurst

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Annette Wood

North County Corvette Club is a member of the
National Corvette Museum and the **San Diego**
Car Club Council.

NCoCC Club Meetings:

1st Wednesday of the month,
7 PM in the Community Room,
Creekside Plaza, behind the former Boll Weevil
13491 Poway Road,
Poway, CA 92064

Find a link to a map on our web page,
"About Our Club." www.ncocc.com

Dues:

Active members: \$8/mo

Associate Members: \$2/mo

Honorary members: Free

If paid annually, 12th mo. is free

Non-member Advertising Fees:

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NORTH COUNTY CORVETTE CLUB BOARD OF DIRECTORS



SAVE THE WAVE

Officers:

President	Tom Astengo
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NCM Representative	Laura Loberman
Charity Representative	Candi Daher
Car Club Council:	Jack Grindstaff, Jan Houshar, Bob Hurst, Tom Astengo

Thanks to these November Newsletter Contributors:

Bob Brown
Ed Daher
Don Houser, photography
Bob Hurst
Linda Kotanan, Printing Facilitator
Cathy Lewis
Lynn Mayer
Sandy Mayer
Alice Roberts

About Our Club

Corvette Enthusiasts,

North County Corvette Club (NCoCC) is a not for profit organization founded in 1974 by San Diego Corvette enthusiasts who wanted to enjoy America's finest sports car. Our sponsor is Bob Stall Chevrolet in La Mesa, and NCoCC is a member of the National Corvette Museum and the San Diego Car Club Council.



Club members enjoy planned trips, car shows, auto rallies and a host of social and Corvette-related events, including a Christmas Party, an Annual Awards Dinner, two major NCoCC shows (PLASTIC FANTASTIC at Seaport Village, and ENDLESS SUMMER at Bob Stall Chevrolet), monthly fun runs, and special trips. We support local communities in the San Diego County area by participating in special event parades and high school homecoming events. Our members also devote a lot of time, energy, and resources in supporting our club charity, the Challenged Athletes Foundation located in Del Mar, CA.

Business meetings are held the first Wednesday of every month at 7:00pm in the Creekside Plaza Meeting Room located in the shopping center at the SE corner of Poway Road and Community Road in Poway. The meeting room has no dining facilities, but there are a number of restaurants within nearby walking distance. We always welcome and encourage guests to attend our meetings and to participate in our club sponsored events. *For a map of our meeting location in the Creekside Plaza Shopping Center Meeting Room (across from Baskin Robbins 31 Flavors) please see our web page and click on the Yahoo map link.*

Membership is open to anyone at least 18 years of age who owns or leases a Corvette. Applicants must attend two business meetings and participate in one club event before becoming a member. Membership in NCoCC entitles you to:

- A membership card for you and your significant other
- Discounts on parts and service at participating dealers (Bob Stall and others)
- A club T-shirt
- A name tag
- A monthly newsletter

Members are expected to attend regular business meetings, maintain current dues, and support the club by serving on committees and participating in club events. Initiation fee is \$25. Dues are paid in advance: \$48 for six months or \$88 for one year.

We hope this short introduction is helpful. If you have any questions, you can reach us via 'snail' mail at P.O. Box 500104, San Diego, CA 92150, or via e-mail at astengo@netzero.net

Again, "Welcome to North County Corvette Club." Your only requirement is to have a great time and make some new friends along the way.

Tom Astengo
President, North County Corvette Club





NORTH COUNTY CORVETTE CLUB

ANNUAL

CHRISTMAS PARTY &

BOAT PARADE OF LIGHTS

DATE: SUNDAY
DECEMBER 10, 2006

TIME: 4:00 PM

PLACE: ISLAND PALMS
2051 SHELTER ISLAND DR
SAN DIEGO

RSVP: BY DECEMBER 6, 2006

Story submitted by Cathy Lewis

Reinventing the wheel: An airless Michelin

By Norman Meyersohn The New York Times

GREENVILLE, South Carolina The first automobile to use air-filled tires was a race car built by André and Edouard Michelin in the early 1890s. More than a century later, the French company founded by the Michelin brothers is so identified with pneumatic tires that its mascot, Bibendum, is a man made of little else.

Now, after decades spent persuading the world to ride on air, the company has begun work on an innovation that could render the pneumatic tire obsolete. Engineers at Michelin's American technology center are working on what they call Tweel, a combined tire and wheel that would not go flat because it contains no air.

Arriving at a conference room recently to explain the development project, a research engineer, Bart Thompson, used the Segway Human Transporter that he rode to the meeting to illustrate his points.

Aboard this self-balancing electric scooter, Thompson whizzed down the hallway and out to the lobby, pirouetting among the benches and planters to demonstrate the flexibility of the Tweel.

The Segway would be a small market for Michelin, the world's leading tire maker, but it is an apt demonstration vehicle for the Tweel. The first commercial use of the integrated tire and wheel assembly will be on the stair-climbing iBOT wheelchair, another product developed by Dean Kamen, the Segway's inventor. Michelin said it would announce another application at the Detroit auto show next week.

The tire maker has high expectations for the Tweel. The concept of a single-piece tire and wheel assembly is one that the company expects to spread to passenger cars and construction equipment and aircraft.

The Tweel offers a number of benefits beyond being impervious to nails in the road. The tread will last two to three times as long as current radial tires, Michelin says, and when it does wear thin, it can be retreaded.

For manufacturers, the Tweel offers an opportunity to reduce the number of parts, eliminating most of the 23 components of a typical new tire as well as the costly air-pressure monitors that will soon be required on new vehicles in the United States.

Manufacturers have devoted an increasing amount of attention to tires that allow motorists to continue driving, at a reduced speed, for at least 100 miles, or 160 kilometers after a puncture. Several such designs are available, providing peace of mind for travelers and cutting the need for spare tires. Michelin sells them under the Pax name.

The Tweel, mounted on a car, is a single unit, though it actually begins as an assembly of four pieces bonded together: the hub, a polyurethane spoke section, a "shear band" surrounding the spokes and the tread band - the rubber layer that wraps around the circumference and touches the pavement.

While the Tweel's hub functions as it would in a normal wheel - a rigid piece that attaches to the axle - the polyurethane spokes are flexible, to help absorb road impacts. The shear band surrounding the spokes effectively takes the place of the air pressure, distributing the load. The tread is similar in appearance to a conventional tire. One shortcoming of a tire filled with air is that the pressure is distributed equally around the tire, both up and down as well as side to side. That property keeps the tire round, but it also means that raising the pressure to improve cornering - increasing lateral stiffness - also adds up-down stiffness, making the ride harsher.

With the Tweel's injection-molded spokes, those characteristics are no longer linked, holding the potential to improve handling response. The spokes can be engineered to give the Tweel five times as much lateral stiffness as pneumatic tires without losing ride comfort.

The Tweel is in its infancy - "version 1.0," Thompson said, and only one set of car Tweels exists. A test drive in a Tweel-equipped Audi A4 sedan on roads around Michelin's research center proved to be far less exotic than the construction method or appearance would suggest. The prototype Tweels are noisy, as Thompson warned they would be, because the spokes vibrate.

Almost everything else about the Tweel is undetermined at this early stage of development, from serious matters like cost to more frivolous questions like the possibilities of chrome-plating.

Other uses - military vehicles, for example - would come before automobiles, but Michelin's business projections accommodate the possibility that the Tweel may not be an overnight success. This would be nothing new for Michelin: The radial tire it invented in 1946 was not widely accepted in the United States until the 1970s.



THE TWEEL FROM MICHILIN



December Birthdays

- 5 Barry Penn
- 6 Margy Day
- 14 Stan Kotanan
- 21 Brenda Houshar
- 24 Barbara Sandberg
- 25 Clarice Hurst



Editor's Notes:

Thanks again to the club members who have volunteered to contribute to the newsletter, either occasionally or on a monthly basis.

Please help by taking photos, sending story topics, even if you just recommend something in the news or online. Club events need to be shared with members.

If you take photos at an event, please forward those you'd like to share along with accompanying information identifying the **subjects, location, and date**.

If you know you will be contributing an article, it will help me immensely if you can estimate and let me know how many pages you will be contributing. This way, I can "save the space." Deadline for submitting most articles and photos will be the 20th of each month. If you can get it in earlier, so much the better for me!

You are wished a happy and prosperous new year.

~ Clarice

Mon, Nov. 13, 2006

Information from: Daily News, <http://www.bgdailynews.com>

Story idea contributed by Bob Hurst

BOWLING GREEN, KY

'Vette fans give \$1.3M to Museum

Wisconsin couple leaves much of estate to help fund 50,000-square-foot expansion

The National **Corvette Museum** in Bowling Green received the largest gift in its history – a \$1.3 million donation from a Wisconsin couple. The donation furthers the **museum's** planned \$14 million, 50,200-square-foot expansion, slated for completion in summer 2009, according to Director Wendell Strode.

Ivan and Mary Shrodt, 60 and 61, of Sherwood, Wis., said they were looking for worthy targets for their estate when they die because they don't have children. They settled on the **museum** because of the affection they have for **Corvettes** and fellow aficionados. They've also set aside money for relatives and the Rawhide Boys Ranch in Wisconsin to help troubled youths.

"We looked at what we valued and what was important to us," Ivan Shrodt said before a reception in their honor Saturday night at the **museum**. They were also in town to pick up their sixth **Corvette**, a 2007 black Z06 model. The other models range from 1966 to 2004. "We expanded our garage so we can house them," he added. "We drive them all."

They drive them throughout the summer and find the sporty rides to have more passenger room than some people might think, Mary Shrodt said, but they also own an SUV and a four-seat sedan out of necessity. "In Wisconsin, you have to have other cars," Ivan Shrodt said. The couple have owned other sports cars, but they fell in love with the **Corvette's** look and handling, said Ivan Shrodt, who's raced them at high-performance driving events.

The Shrodts have other hobbies, like photography and traveling, said Mary Shrodt, who's a classical pianist, but their raciest hobby has paved many friendships. Participating in the Vettes Valley Club in Appleton, Wis., has been "a source of a lot of fun," she said. A few times a month, they go on "gourmet cruises," where a stream of **Corvette** enthusiasts travel a scenic route, which ends up at a mystery restaurant of the pack leader's choosing.

"The **museum** is an absolutely great outfit to work with," Ivan Shrodt said, noting they visit about six times a year. He's a retired research director for Kimberly Clark Corp., which supplies skin-care products, and still works part-time as chairman of a small corporation. His wife is a retired teacher. Their donation comprises their estate, their life-insurance policy and their **Corvette** collection, he said.

"We were pleasantly surprised," Strode said of the Shrodts' gift. "Hopefully, they'll live many more years and (the number of **Corvettes**) will increase. They have been great volunteers, planners and supporters."

The Shrodts will be Wisconsin's ambassadors for the 2009 National **Corvette** Caravan, celebrating the **museum's** 15th anniversary. Strode said he hopes the expansion project will be open by then for enthusiasts to peruse.

Fundraising efforts for the **Corvette museum** expansion will kick into high gear soon, he said.

The project plans, viewable at the **museum**, call for a larger store with attached warehousing space, a library archive, an embroidery shop and a **Corvette** Cafe, which will be a basic diner.

An upgraded area for customizing **Corvettes** is also in the works, Strode said, which should help the number of **Corvettes** customized for delivery – 1,172 in 2006 – zoom past previous marks.



SEMA: Jay Leno's Corvette-based, 650-Horse EcoJet

DETROIT — Television talk-show host and comedian Jay Leno is well known among auto enthusiasts as a car nut in extremis.

But his latest collaboration with General Motors' advanced design studio in North Hollywood adds a whole new dimension to Leno's automania.

The EcoJet looks like a Cadillac show car on steroids. Starting with a [Corvette Z06](#) chassis, Leno and his own Big Dog group, working with Frank Saucedo's team at GM Advanced Design, created a unique midengine supercar powered by a Honeywell LT-101 turbine engine. Running on biodiesel, the turbine generates 650 horsepower and 400 pound-feet of torque.

The body shell — the design supposedly originated as a series of sketches on paper napkins — is constructed of carbon-fiber over Kevlar, and sits on a hydroformed aluminum frame with magnesium structural bits. Alcoa and Dana lent chassis engineering support, while Metalcrafters handled fabrication.

What this means to you: Celebs get automakers' attention. But good products are what make them successful.



S
E
M
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Yes, that's Jay Leno, comedian and talk show host. Yes, that's Ed Welburn, GM's veep of Global Design. But the silver bullet with the Grateful Dead-looking logo in between them is what I came to see at the Wynn Casino late last night, mere hours before SEMA's official starting gun fires. It's the 650 hp (400 lb.-ft. of torque), bio-diesel monster supercar named the EcoJet. The mid-engined beast, originally sketched by Leno and Ed on the back of a napkin, shares design cues with everything from jet aircraft and Formular One racecars, and even, it would appear, the nose of a Cadillac STS. The Leno-Welburn love child is powered by a Honeywell LT-101 turbine engine running in a modified Corvette Z06 hydroformed aluminum frame with aluminum and magnesium structural and chassis components. The shell's composed of a carbon fiber over Kevlar skin. We've got the full press release after the jump, but check out the gallery via the link below to see the real goods in person.

Jay Leno, GM Advanced Design Studio Collaborated on 650-Horsepower Supercar That Runs on Bio-Diesel

LAS VEGAS - What would keep a group of automotive designers up all night? "Tonight Show" host Jay Leno, for starters, but not by his monologue or parade of Hollywood guests. This time it's because the late-night talk show host invited the General Motors Advanced Design Studio to help design a mid-engine, turbine-powered supercar called EcoJet. Leno and Ed Welburn, GM vice president of Global Design, introduced the car today at the Specialty Equipment Market Association (SEMA) show.

EcoJet's genesis goes back to a discussion between Leno, an avid car enthusiast and collector, and Bernard Juchli, the chief mechanic and caretaker of Leno's collection. Leno then turned to Welburn for design direction.

"A couple of paper napkins later, Ed had begun to capture the essence of the car," said Leno. "I've admired the work of GM's Design Studio in North Hollywood, and asked Ed if the studio's director, Frank Saucedo, and his guys could continue the design study," Welburn agreed, and a two-week sketching frenzy commenced as GM's designers began working after-hours with Leno's team on the project.

"EcoJet's esthetics were driven by aeronautical and jet-age influences," said Welburn. "It's a purpose-driven design that conveys power, capability and even danger, with a hint of Cadillac's sophisticated design vocabulary."

Borrowing design cues from jet aircraft and Formula One racecars, the supercar began to take shape under the watchful eyes of Leno and Welburn. A concurrent engineering program defined the vehicle's proportions and mechanics. Leno relied on Juchli and the entire Big Dog team at his garage to turn the EcoJet vision into a reality.

"We thought we pushed the creative envelope with the '66 twin turbo Toronado project with GM, but this turbine-powered monster is a whole new level of complexity," said Juchli, who constructed the car at Leno's facility.

The 650-horsepower (400 lb.-ft. of torque) Leno original is powered by a Honeywell LT-101 turbine engine that runs on bio-diesel fuel. The engine sits in a modified Corvette Z06 hydroformed aluminum frame with aluminum and magnesium structural and chassis components. The vehicle's shell is an advanced construction of carbon fiber over Kevlar.



The fifth annual **"Wings, Wheels and Rotors Expo"** was held on Sunday, October 29, 2006, at the Army Airfield at the Joint Forces Training Base in Los Alamitos.

This family-oriented program featured a wide variety of civilian, military and public agency helicopters. This included early military and current front line attack helicopters, plus your favorite news media "eye in the sky" choppers that bring you the Breaking News reports, as well as helicopters from Orange and Los Angeles County law enforcement and fire agencies.

Photos courtesy of Sandy Mayer

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Run to Albuquerque for an NCRS Chapter "Super" Meet

A good friend asked me to help him with his NCRS Chapter Super Meet in Albuquerque during the weekend of 15 October. I was already registered for ENDLESS SUMMER, but our show had a lot of pre-regs and seemed to be all on track so I couldn't turn down my old friend plus, any excuse for a road trip!



Here's the start of Route 66 in Arizona/



I planned two days to get to Albuquerque so I had plenty of time to stay on the Mother Road and visit places like the old mining town of Oatman.



Any run on Rt 66 in AZ calls for a stop to see John Pritchard in Hackberry.



Good old Seligman; lots of photo ops here.



I spent the night in Williams, AZ (gateway to the Grand Canyon). Many of you will remember TWISTERS Restaurant during the Cool Vette Cruise-In last fall. Good ol' Dave Pouquette sold the place last spring and now a young guy named Jason and his wife Stephanie own & run the place.



Up early on Friday and the first mandatory stop is Standing on the Corner in Winslow, Arizona



Continental Divide on Rt 66 between Gallup & Grants.



This lineup is the group waiting to be judged. Eight total cars; 4 Top Flight & 4 Second Flight Awards.



I stopped at the famous Sands Motel in Grants where our caravan stayed during the 2003 50th Anniversary run to the NCM. Bob & Mei Rasmussen have sold the place and now live in Seattle. The new owners are a couple from India. There were no long conversations with the new owners.



This 62 fuelie, big brake, radio delete car with a fresh coat of paint came by enclosed trailer from Kansas. It took home a Second Flight.



This is part of the "Sportsman" class on the judging field in Old Town Albuquerque. The 59 turned out to be a pretty big hit with all the participants and generated a lot of questions..."you drove all the way from Kentucky?"



A very nice Top Flight 68 that was in the same trailer as the 62.

The Albuquerque Balloon Festival was going on the same time as the show, but I was unable to get any good shots of the mass ascension.



This 67 big block coupe was purchased just a short time prior to the show from Corvette Mike. Lots of bucks for a Second Flight Award.



I headed home on Sunday morning with every intention of making it back in two days. This is Budville on Route 66 east of Grants.



On highway 260 east of Payson. The fall colors were beautiful and the rains had finally stopped for the day.



There are plenty of these menacing characters along the road in the vicinity of the Petrified Forest.



Not very focused, but this is a shot of the odometer turning over 21,000 miles.



In Holbrook, AZ, I left Route 66 and took scenic Hwys 377 and 260 to Payson. At Payson I connected with the very scenic mountain highway 87 for the run into Mesa & Phoenix.



Ah, a welcome sign even if I still have a couple of hundred miles to go. Driving a straight axle 850 miles in one day is a long time in the saddle, but the car ran great and averaged 17.29 mpg for the 1700 mile weekend.

Contributed by Bob Brown

Some of the boys on the Vette.net were going through a sort of "confessional" phase telling about stupid mistakes they had done while working on their cars. The story below is quite funny. The author is from Bowling Green, KY, our Corvette Mecca.



Subject: Stupid mistake (I shouldn't tell this story to people I respect)

About 5 yrs ago my distributor button was going bad on my pickup. Whenever it rained, it would get moist and not want to start or run for any period of time if you did get it started. New Years Eve, 11 pm, middle of a monsoon in KY with a temp of 40 degrees. Not a night you want to waste any time working in a workplace parking lot.

As a misguided youth I had grown up being a grease monkey for my Dad in his trucking business. I remember many times Dad would use starting fluid to dry things off that were wet (never paying attention that he would let them set for a couple of hours after he sprayed them to let the starting fluid evaporate).

Me, being the genius that I am sometimes, thought a lil shot of starting fluid would dry off the button enough to where I could get the damn thing home and I could dry out. My cousin (stupid runs in the family) brings over a can of fluid and I spray the whole thing down in there. I figure five minutes would give it enough time to evaporate and would be dry enough to start. Got the hood up on the truck. Cousin standing out in front to watch for spark so we can sorta narrow it down to the button being bad.

Did I mention wind is whipping around, raining buckets, cold as hell? I turned the key over and Boom!!!!!!!!!! I shot a fireball at least 50 ft in the air (after it reformed over the top of the hood!) We are talking major Mushroom Cloud! This would have looked wicked at a KISS concert. I've opened the gates to hell! Cousin standing in front of the truck is walking in a circle like he has one foot nailed to the ground, patting out the flames on his chest (think Herman Munster here) and screaming out loud. He couldn't hear right for five minutes. Put a couple of crispy places in the hood pad and on the Cousin, but no real damage.

Truck actually started. I looked around real quick to see if any Police or Fire Dept people might have saw my act of stupidity. Yell at my cousin to get in his car and follow me home. Had to tell him twice 'cause he was half deaf and bitching about taking me to court if I caused him not to be able to hear the preacher at his upcoming wedding.

Replaced the damn \$2 button the next day. Disposed of every can of starting fluid I had. Never want to see the stuff again. And for the record, Autozone should have been open at midnight on New Years Eve so I could have just bought the button then. I almost went into the Redneck Hall of Fame that night because they were not open :)

Shane (My short bus is cool because it has tinted windows and chrome wheels) Reagan
73 & 77 Vettes BG, KY

PS: This is also why you will not see me giving very much mechanical advice on here, I want nothing to do with taking a human life:)...unless they are vandalizing a Vette of mine.....



Magical Day at the 13th Annual Sempra Energy San Diego Triathlon Challenge: Physically Challenged Athletes Celebrated; \$2.481 Million Raised

November 13, 2006

San Diego, Calif. – There was little room for fear, pre-conceptions or nay-sayers at the 13th Annual Sempra Energy San Diego Triathlon Challenge held on Nov. 5 at La Jolla Cove in San Diego California. Instead, it was a day that recognized heroes, rewarded perseverance, and realized dreams. Between the San Diego Triathlon Challenge (SDTC), the Frog's Fitness Tour de Cove and the QUALCOMM Million Dollar Challenge, almost \$2.5 million was raised – including \$1,031,227 at the SDTC alone – which will be used to provide funding, equipment and program activities to physically challenged athletes. Just as importantly, at the event, more than 100 physically challenged swam, biked and ran alongside 550 able-bodied athletes and once again showed the world that they, too, are athletes.

"It was an amazing day, with wall-to-wall emotion and triumph," said Jeffrey Essakow, CAF's President. "Each year we think we've reached the pinnacle of what this event can be. Then, the next year, it surpasses all our expectations and blows us away."

The day began with athlete introductions at 7 am, where each participating challenged athlete was introduced and saluted by the crowd. This was followed by a special presentation featuring three young athletes who are determined to let nothing stand in the way of their desire to stay competitive: Ford Sutter – who lost his leg to cancer and his home to Katrina, Craig Hutto – who lost his leg as the result of a shark attack last year in Florida, and Erica Davis – who became a paraplegic after cavernous hemangioma (resulting from a burst blood vessel) at the T-8 level of her spinal column. The trio was recognized with a banner featuring their likenesses. Then, Erica was surprised with the gift of a racing wheelchair, presented by seven-time Olympic medalist Amanda Beard.

Following that moving presentation, Oscar-winner Robin Williams presented 20 American soldiers who served in Iraq and Afghanistan – and suffered permanent injuries – with custom CAF cycling jerseys, donated by TriWest Healthcare Alliance. The soldiers were brought to the event thanks to CAF's Operation Rebound, a program that puts CAF's more than a decade of experience to work on behalf of American heroes who have suffered permanent injuries while defending our freedom. All but two of the soldiers participated in the SDTC as swimmers, bikers or runners.

"The SDTC is a critical event for our recovering veterans," said U.S. Army Maj. David Rozelle, who lost his lower left leg during Operation Iraqi Freedom and acts as the inspirational leader of Operation Rebound. "It is one of the few times that patients from the three military amputee care centers – Walter Reed Army Medical, Brooke Army Medical and Balboa Naval Hospitals – can get together and become part of a community of accomplished physically challenged athletes, sharing successes and other information that will help them get back into sports ... and into life."

After the 8 am swim start, Amanda Beard led the pack out of the water, completing the 1.2 mile swim in a blazing 19:54, followed closely by triathlon legend Scott Tinley and double-above-knee amputee Rudy Garcia-Tolson, who met teammate Robin Williams in the transition chute for a quick tag. Robin was soon off on the bike, but the day was just getting started.

An hour later, things got underway at the Frog's Fitness Tour de Cove – a 100-bike, five-hour spinathon overlooking the Pacific Ocean. The spinners would soon be rocking to the sounds of Atomic Groove and the dance moves of the AG Fly Girlz (it was the first time that the event featured a live band.) But first, it was time to recognize the reason that all were there – to raise money and help physically challenged athletes "get into the game."

The Tour de Cove spinners were introduced to a number of young athletes who have been helped by CAF, including Brendan Driscoll, an eight-year-old above-knee amputee from Massachusetts who recently received a running prosthetic from CAF after being denied one by his insurance company. Special thanks were given to Ossur North America and Hanger Prosthetics, who made Brendan's dream of being able to run with his classmates a reality.

Soon afterwards, Brendan showed off his running skills at the CAF Physically Challenged Kids' Run, as he paced a pack of eight amputees under the age of 10 on a romp around the race venue. All these future stars crossed the finish line and received medals to loud cheers and applause from the crowd.

While all the day's presentations were memorable what goes on behind the scenes is what makes the SDTC unique. The event builds a community of like-minded people who share their experiences and expertise, and often, it is the unplanned interaction that occurs between athletes that can make a real difference. For example, Jennifer Theodore, who lost both her legs after contracting viral meningitis earlier this year, came all the way from Orlando, Fla. to be an observer – feeling that she wasn't yet ready to be a participant. Then, she met Melanie Benn, who lost both arms at the elbow and both legs through the knee due to the same affliction. Melanie, a multi-time Paralympic medalist in swimming, convinced Jennifer to do at least portion of the swim. They ended up swimming the entire 1.2 miles together.

At 1:30 pm, riders from the QUALCOMM Million Dollar Challenge, who rode 640-miles from San Francisco to San Diego to raise funds for CAF, were responsible for another emotional moment when they arrived at the SDTC finish line. Forming a tunnel of bikes, they served as an honor guard for the five challenged athletes participating challenged athletes – including two who did the entire ride on handcycles – and one injured comrade to pass through. Collectively, the QUALCOMM MDC's 95 riders raised more than \$1.2 million that will provide seed money for a new CAF headquarters facility.

At the closing awards barbeque, CAF was able to thank the fundraisers, donors and sponsors who made this incredible day a reality. Also, award winners Heather LaCasse and Colleen Blackmore (Jim MacLaren Award), Jon Beeson (Sempra Energy Trailblazer Award) and Tricia Downing (Most Inspirational Challenged Athlete Award) were recognized, as well as this year's top fundraisers and Ironman World Triathlon Championship slot-winners: Bobby Bostic and Jeff Johnson.

"We are so very grateful to all who make this day possible," said Virginia Tinley, Executive Director of the Challenged Athletes Foundation. "Without our sponsors, fundraisers and donors, we simply wouldn't be able to put on this magical event, which truly changes the lives of physically challenged athletes."

The day ended with a beautiful sunset Southwest of the Cove. You can be sure however, that the sun will not soon set on the incredible memories created at the 13th Annual Sempra Energy San Diego Triathlon Challenge.

Mark your calendars! The 14th Annual San Diego Triathlon Challenge is set for Sunday, October 28, 2007. Registration opens in January 2007.

Several of North County Corvette Club members volunteered on Sunday, November 5, and had a good time watching the athletes compete . . . including setting up very early in the morning serving soda and timing the races. The early risers were Ron & Cathy Lewis, Tom & Marilyn Astengo, Laura Loberman and her friend Jeff. Sandy & Lynn Mayer, Jack & Lynn Grindstaff served soda in the morning and Ed & I took over in the afternoon. Randy & Diane Solle and Gary & Sharon Wood helped time the racers. Thanks to them all for volunteering.

**Submitted by Candi Daher
Club Charity Representative**



2006 Annual Temecula Wine Run

Photos and Info provided by Alice Roberts



Belly up to the Bar!

**N
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Tom and Abby



Are we coming or going?



Trudy Romeo, Tom Kaiser and his friend Abby, David Roberts and friends Bev & Rick Brechwald heading in for another taste.



Is Ron naughty or nice?



David and Alice Roberts

Looks like this run, planned by Lynn and Jack Grindstaff, kept everyone smiling the entire day.

2006 ANNUAL TEMECULA WINE RUN



Let's get this show on the road!



We're all ready to go!



Alice and her car (What do you suppose this means?)



Marilyn and Wayne Osborne enjoy the day!



Cathy and Trudy decorate the Christmas Tree.





JACK & LYNN

RON & CATHY



DAVID



TOM & ABBY



BOB & TRUDY



MARILYN & WAYNE



BOB

RICK & BEV



ALICE & DAVID

TOM

We Need Food!



DAVID & TOM



BOB

TOM

New Members Corner

Sandy Mayer (VP)

We have several new members to our organization. Here is some information about them. Please make it a point to introduce yourselves to the new members. They are very nice people.

Marshall and Margaret Geller

The Gellers live in San Diego. They currently own two Corvettes. One is a 2001 silver coupe. The other is a museum quality 1969 Stingray. It is also silver 4 speed. Marshall is a finance manager and Margaret is a contracts director. They have owned three Corvettes to date.

Carol and Bob Haller

Bob and Carol live in Ramona. They found out about the club from Plastic Fantastic. The Hallers have a 1968 Stingray that is dark shadow grey with a 350 hp 327 and four speed. Carol is a pharmacy technician and Bob is a material handler. Carol and Bob have two grown children, Jamie and Tiffany, and enjoy boating, fishing, four-wheeling (not in a Vette I hope), and camping.

Lois and Bob Newkirk

The Newkirks live in Ramona and own a 1964 Sting Ray convertible. The car is blue/blue with a 327 and 4 speed. Bob is a credit union executive and Lois teaches high school. They have two grown children, James and Alison. They heard about the club when a "fearless leader" Tom Astengo chased them down on Grand on Friday night. The Sting Ray is their first and only Corvette. It is optioned with air-conditioning (I thought that meant the top was down), and the high power option. They enjoy tennis, golf and traveling.

Please join me in welcoming them to the North County Corvette Club.

Coming Events

Cathy Lewis and Jack Grindstaff,

Activities Coordinators

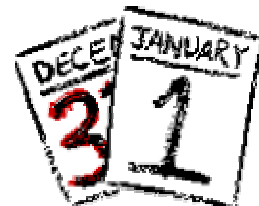
DECEMBER:

- Dec 3 **John Force Holiday Car Show --**
22722 Old Canal Rd., Yorba Linda
- Dec 3 **Pomona Swap Meet**
- Dec. 10 Island Palms – Christmas Party**
and Parade of Lights
- Dec. 16 **Swap Meet @ Qualcomm**
- Dec. 17 Christmas Lights Run** (more info
at meeting)

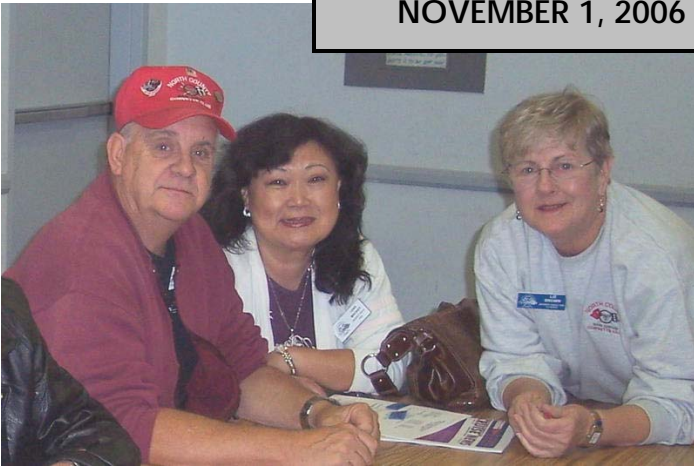
IN THE FUTURE:

- Jan 13, 2007 **Burger Run --** Pepper Tree
Frosty, Vista
- Jan 26-28, 2007 **Grand National Roadster**
Show – Fairplex in Pomona
- Jan 28, 2007 for 7 days
Corvette Mexican Riviera Cruise
- Feb 17, 2007 **Annual Dr. George Car Show**
Indian Wells Tennis Garden
- Feb 24 & 25, 2007 **Big 3 Auto Parts Exchange**
Qualcomm Stadium
- Mar 9&10 **15th Annual Gambler's Classic –**
Laughlin, NV
- Mar 23 & 24, 2007 **23rd Annual Carne**
Asada Run, Imperial, CA

A HAPPY
NEW YEAR



NOVEMBER 1, 2006 - NCOCC MEETING



Bob and Lena Mackey with Liz Brown



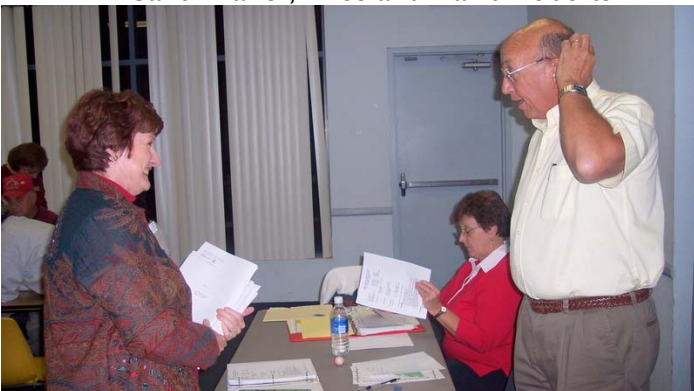
Diane and Randy Solle with Cliff Barbour



Candi Daher, Alice and David Roberts



New members, Carol and Bob Haller



Clarice Hurst, Linda Kotanan, and Tom Astengo



Sharon Wood, Marilyn Houser



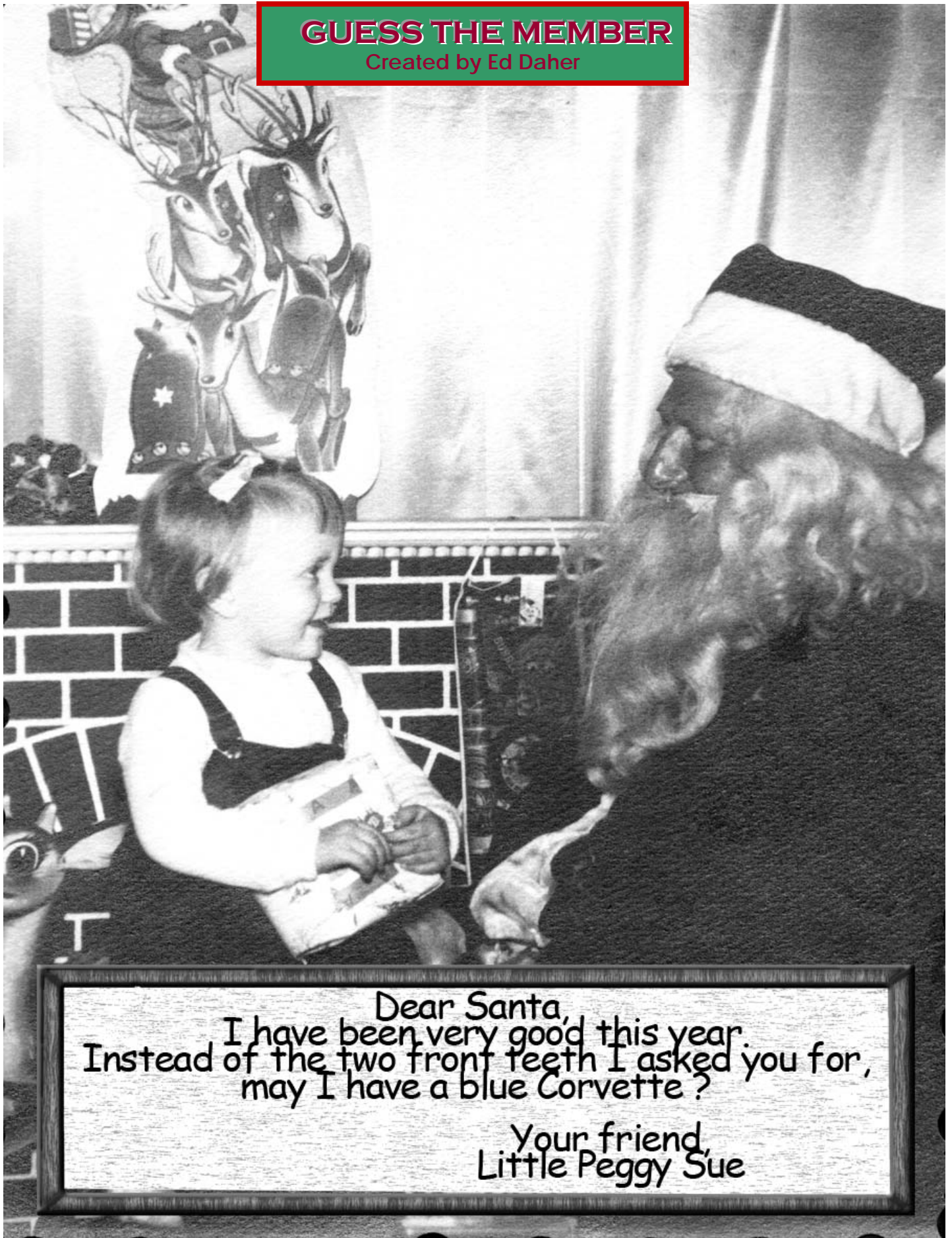
Bob Hurst and new member, Marshall Geller



New member Lois Newkirk voted in tonight.

GUESS THE MEMBER

Created by Ed Daher



Dear Santa,
I have been very good this year.
Instead of the two front teeth I asked you for,
may I have a blue Corvette?

Your friend,
Little Peggy Sue



4TH ANNUAL COCSD BOWL-A-THON SUNDAY, JANUARY 21ST 2007

Benefiting children with Muscular Dystrophy

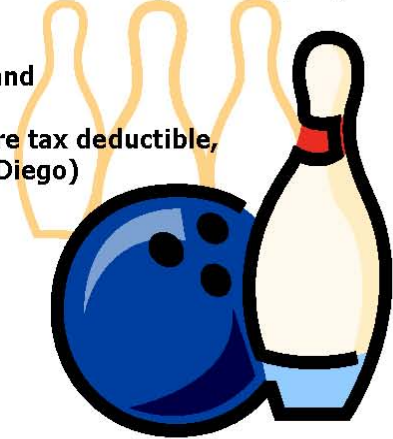
FEES:

\$10.00 pp (Paid at the FT desk, includes shoes, ball, 2 games and a light meal consisting of a hot dog and a soda)

\$10.00 or more donations (Paid at check in table. Donations are tax deductible, make checks payable to Muscular Dystrophy Association, San Diego)

**Kearny Mesa Bowl
7585 Clairemont Mesa Blvd
San Diego CA**

Your Hosts: Charles Stankovich & Steve Breault



Once again the coveted Bowl-A-Thon Trophy will be up for grabs (Awarded to the first place team)

Special awards for individual accomplishments and failure

LET'S SEND 4 KIDS TO SUMMER CAMP THIS YEAR!

The cost of sending a child to MDA camp for one week is \$600

Come on out and join COCSD for an afternoon of bowling and fun. This event is open to all members, clubs, non-members, family, friends, co-workers and even your mother-in-law.

Cheating and heckling is still condoned at this event but you must belong to a car club to win the trophy. As long as you are not vying for the trophy, there are no rules to break.

TEAMS: We will be bowling with 4 person teams, 2 teams per lane. Each club may pre-assemble their own 4 person teams. In the event that there are less than 4 people from any given group, they will be paired up with a partner on the day of the event. Remember we play for charity.

HOW DO I SIGN UP? We have to reserve lanes so we will be passing around sign up sheets at the COCSD General Meetings. Simply put your name on a signup sheet or... you can also call Charles @ (619) 838-8116 or Steve @ (619) 987-1414 and we will add you to one of the signup sheets.

We ask that you sign up before January 21st, which will assist us with our planning of this event

WHEN DOES IT START? Everyone will meet at the Kearny Mesa Bowl at 9:30am on Sunday the 21st for a quick bowlers meeting followed by check in. Bowling starts at 10:00am

You can email Charles Stankovich at: waveshoppe@cox.net

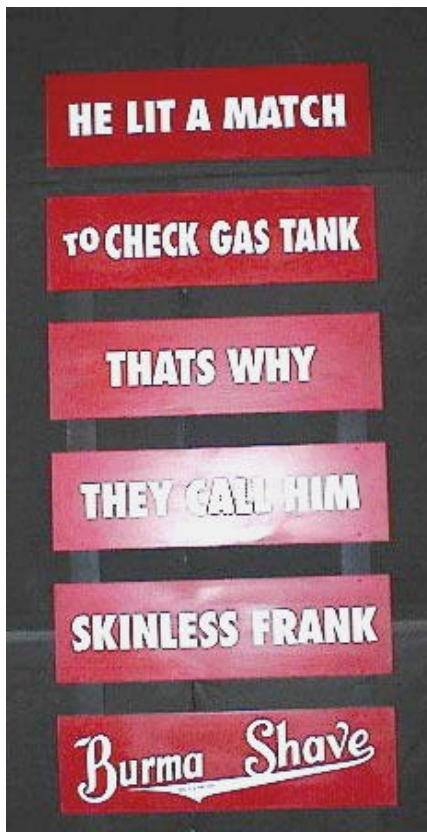


COCSD is a member of The Car Club Council of Greater San Diego

Time to look back

Submitted by Bob Hurst

Note from the Editor:



Want to be a part of Ed Daher's "Guess the Member" special page? You can help Ed by sending him photos and clues to your identity. It just takes a few minutes to help.

Have photos of yourselves with your car?
Willing to answer a few Vette-related questions for the newsletter readers?
Contact Annette or respond to me and I'll Forward your name to Annette.

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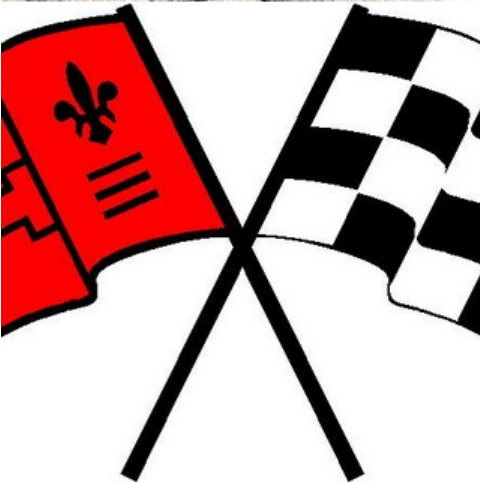


LA MESA

*You're Gonna
Get A Good Deal....*



Season's Greetings



HAPPY NEW YEAR

North County Corvette Club

P.O. Box 500104 San Diego, CA 92150-0104



Sponsored by Bob Stall Chevrolet, La Mesa, CA

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