

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



MARK METZ MEMORIAL SHOW  
JULIAN RUN  
FREEDOM RIDE - 2006  
ENDLESS SUMMER - OCTOBER 15

**NORTH COUNTY CORVETTE CLUB**

# **CRUISE NEWS**

October 2006

*Sponsored by Bob Stall Chevrolet*

Volume 31, Issue 10



## **ENDLESS SUMMER CAR SHOW**

**October 15, 2006 – Bob Stall Chevrolet**

Registration form inside

# 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....*

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[www.ncocc.com](http://www.ncocc.com)

**Club Representative**  
**Bob Stall Chevrolet**, Annette Wood

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

**NCoCC Club Meetings:**

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

**Dues:**

Active members: \$8/mo

Associate Members: \$2/mo

Honorary members: Free

If paid annually, 12<sup>th</sup> mo. is free

**Non-member Advertising Fees:**

Bus. Card size: \$7.50/mo

1/4 page: \$15.00/mo.

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# NORTH COUNTY CORVETTE CLUB BOARD OF DIRECTORS



SAVE THE WAVE

## Officers:

President	Tom Astengo
Vice President	Sandy Mayer
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Newsletter Editor	Clarice Hurst

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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 October Newsletter Contributors:

Tom Astengo  
Bob Brown, STAR REPORTER and photographer  
Ed Daher  
Don Houser, Photographer  
Bob Hurst  
Linda Kotanan, Printing Facilitator

# 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.

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, please contact us via phone at (858) 549-2660, via 'snail' mail at P.O. Box 500104, San Diego, CA 92150, or via e-mail at [astengo@netzero.net](mailto: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

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## Presidential Ramblings – October, 2006



I'll try not to make this a travelogue but first things first; after a couple of stimulating weeks in Italy, there is no place like the good old U.S. of A!

The first thing to jump out to a car guy is the lack of neat cars on the road. We saw no exotic European cars other than a red Ferrari on display at our first hotel and a silver C6 on a highway (very briefly).

Highways were great except the on-ramps had stop signs and no merge area! Made for some pretty exciting sequences. Commute traffic looked like a Houston evacuation. By the way, gas stations are on every other corner in the cities and on side spots on the freeway. Uh, not off the freeway, on the freeway.

The most entertaining thing on the road was all the two-wheelers, mostly scooters with some pocket-rockets and an occasional Hog. The riders looked like they were playing high-speed auto-cross with the cars, going down the wrong side of the street, jumping curbs and medians and playing chicken with cars, buses and each other.

Our bus driver was very cool, driving like a scooter driver and putting a full size bus through places I'm still not sure my '64 would fit through.

On the local side I hope you all have registered for Endless Summer. Looks like Jack and his helpers have gotten the Bob Stall folks revved up, and this should be the best Endless Summer show ever. Be sure to get the word out to every Corvette owner you can, every chance you get. Remember to bring your raffle items to the raffle folks first thing in the morning so that they can get organized.

*Tom*



# Meet the North County Corvette Club Member: Len Krumpfen

**Your name**

Leonard Krumpfen

**Born in which city?**

Chicago

**Lived in which part of the country as a child?**

Chicago

**How long in San Diego area?**

36 years

**How many Corvettes have you owned? Which "generations?"**

One, C3

**When did you buy your first Vette?**

1970

**Are you working or retired?**

Retired

**Discuss the type of work you do / or did before you retired.**

Electronics Engineer

**Any interesting hobbies or interests you care to discuss?**

Hi-Fi, working on cars, aviation ( Editor's note: Remember the great run to the Aerospace Museum which was planned by Len?)

**Preference for classic Vettes or the newer models?**

1963-1967





## October Birthdays

Bob Mackey - 2

Gary Wood - 2

Carol Dennstedt - 12

Laura Loberman - 14

Ron Rune - 19

### Editor's Note and plea for assistance:

I'd like to thank the club members who have volunteered to contribute to the newsletter, either occasionally or on a monthly basis. Sadly, contributions have declined. Without the contributions of a few steadfast members, there would barely be an October newsletter.

Please help by taking photos, sending story topics, even if you see something in the news or online. Club events need to be shared with members. Thanks for keeping your club newsletter in mind.

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 just want to forward a link to a story others would enjoy, that will help as well.

Deadline for submitting most articles and photos will be the 25<sup>th</sup> of each month. If you can get it in earlier, so much the better for me!

~ Clarice

**OUR SYMPATHETIC THOUGHTS ARE SENT TO LYNN MAYER IN THE LOSS OF HER MOTHER EARLIER THIS MONTH.**





**Mark Metz Memorial Show  
Bates Nut Farm - 9 Sep 06**

**Bob Brown, Contributor**

The second annual Mike Metz Memorial Show was a resounding success with more than 330 cars participating at Bates Nut Farm.



I followed the Olympic Coating truck in to the farm on a foggy morning. I'd hate to be behind this guy at night—reflecting headlights would blind you.



The Lyons Valley Lions Club always put on a great pancake breakfast at Bates Nut Farm.



Jack Brackx was lucky enough to get a nice shady spot for his 78 coupe



Right next to Jack, Joe Steinmetz displayed his 94 coupe



Jack & Joe look over a very nice modified 57 roadster



The show organizers brought in a large contingent of "Junior Marines" who did a fantastic job of helping put on the show. They really looked great in their pressed and sleeve-rolled cammies.

It was a well organized show with more than 330 cars, numerous vendors, a raffle for a 64 Merc Super Cyclone, and a super raffle that included a 700R4 tranny and a \$2800 Snap-On tool set.

Contributed by Bob Brown

## Tech Days

(aka, club members helping each other)

This isn't a story about a club fun run or a pictorial about members participating in a car show somewhere. In fact, this article has almost no Corvette content; rather it is about club members lending a hand to help each other. Sandy Mayer bought 1956 Chevy Nomad and its little bottom needed a thorough cleaning. Bob Hurst offered his lift and pressure washer so we all met bright and early at Bob & Clarice's house to "Git 'er done!"



Ok, here's the Corvette part. Bob had to put his C6 and his 62 fuelie (hidden behind Sandy's Nomad) out on the street to make room on the lift.



After the 56 was put on the lift and wrapped in painter's protective plastic, Sandy suited up.



Bob provides a plastic bag to serve as a poncho. Sandy insisted on cutting holes in it so he could breathe....



Sandy's all suited up (including large rubber clodhoppers) while Clarice and Vanessa provide the coffee for the worker bees.



First thing is to douse every thing down with copious amounts of Simple Green.



Sandy tries to start from the front with the pressure washer...it's much easier and not near as messy that way.



After getting up close and personal with his work, a very soaked and grimy Mr. Mayer steps out to survey his handiwork.



Did I say grimy?



Even Bob took some collateral damage from getting too close to the action. Oh yeah, more Corvette content. Bob & Clarice's C6 is in the background.



Granddaughter Vanessa says, "Nice job guys."

The party wasn't over. As soon as the undercarriage dried, Sandy commenced adding fresh paint while the rest of us manned hoses and brooms to clean all the dirt & grime out of Bob's garage.

A fun day, and we actually accomplished something.

# Coming Events

## OCTOBER

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- 1 Dalton's Roadhouse Cruise-In
- 1 All Chevy Show @ Richard Hibbard Chevy, Claremont, CA.  
<http://www.socalcarculture.com/Images/100106AllChevy.pdf>
- 1 SoCal NCRS Fall Meet. Calabasas.  
<http://www.ncrs.org/scc/Fall2006ChapterRegForm.pdf>
- 3 San Diego Car Club Council Meeting 6:00pm
- 4 **NCoCC Business Meeting. Plaza Creek Meeting Room 7:00pm**
- 5-8 DCA Corvettes in Tombstone.  
<http://www.corvettesandghostriders.com/registrationform.pdf>
- 5-8 LVCA Corvette Roulette 2006. Las Vegas.  
<http://www.corvetteroulette.com/page3.html>
- 6-7 Temecula Fall Car Cruise.  
<http://www.pnprevents.com/formTEMECULA.html>
- 7-8 San Diego Classic Speed Festival. North Island.  
<http://www.fleetweeksandiego.org/event37.htm>
- 7 People's Choice Car Show. Santee.  
<http://www.socalcarculture.com/Images/100706PeoplesChoice.pdf>
- 9 **Columbus Day**
- 13-15 Pismo Beach Classic Show. Pismo Beach.  
<http://www.thepismoeachclassic.com/>
- 14 Palmquist Car-Nival. Oceanside.  
<http://www.palmquist.oside.k12.ca.us/>
- 15 **NCoCC ENDLESS SUMMER All Corvette Show @ Bob Stall Chevrolet**  
<http://www.ncocc.com/calendar.htm>
- 15 Pomona Swap Meet.  
<http://www.pomonaswapmeet.com/>
- 25 **NCoCC Board Meeting, Coco's in RB. 7:00pm**
- 28 Wildwest Corvettes Show. Victorville.
- 29 Daylight Savings Time Ends
- 29 Wings & Wheels Show, Las Alamos.  
<http://www.wwexpo.net/>
- 29 Borrego Days Car Show. Borrego Springs.  
<http://www.borregosprings.org/Festival/Forms/carshow%20application.pdf>

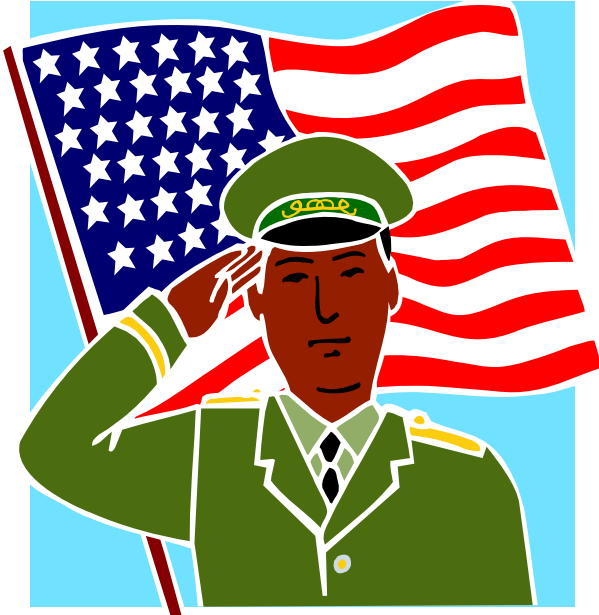
**Time change on October 29  
Halloween on October 31**



## NOVEMBER

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- 1 NCoCC Business Meeting. Plaza Creek Meeting Room 7:00pm
- 2-5 8<sup>th</sup> Annual Express Run Laughlin NV
- 4 Toys For Tots Show @ MCRD
- 4 East County Cruisers Show & Craft Fair @ Bates Nut Farm.  
[www.eastcountycruisers.com](http://www.eastcountycruisers.com)
- 5 Dalton's Roadhouse Cruise-In
- 7 San Diego Car Club Council Meeting 6:00pm
- 11 Veterans Day - Holiday



### 12 Run to Long Beach VA Hospital

- 18-19 Palm Springs Car Show & Auction.  
<http://www.classic-carauktion.com/index.cfm>
- 22 NCoCC Board Meeting, Coco's in RB. 7:00pm

### IN THE FUTURE

- Jan 28 2007 for 7 days Corvette Mexican Riviera Cruise
- Feb 24 & 25 2007 Big 3 Auto Parts Exchange, Qualcomm Stadium
- Mar 23 & 24 2007 23<sup>rd</sup> Annual Carne Asada Run, Imperial, CA



## Oil Change Options

Breaking down a slippery subject

By DEBBIE MURPHY



Traditional wisdom tells us that a synthetic creation is usually not quite as good as the original it strives to emulate. (The difference between clothing made of polyester versus silk comes to mind.) Does that same truism apply to synthetic oil, when compared to automotive oil derived from crude?

### Fundamentals

To grasp this slippery subject, we first need to cover some fundamentals. Synthetic oils are a result of scientific manipulation of non-conventional fluids, but here the silk-or-polyester analogy stops. Synthetic oils are definitely not the equivalent of polyester leisure suits; in fact, they are generally priced three to four times that of conventional oil. And, more to the point, synthetics are an improvement over their conventional kin.

Let's break down the details of synthetics, and what makes them better. One definition of "synthetic" is big molecules built up from small ones. Like genetic engineers, the oil companies figured they could improve the performance of engine oil and eliminate some of the shortcomings in the laboratory.

In the simplest terms, the base stock of synthetics, polyalphaolefin (PAO) starts as

ethylene gas, a simple two-carbon molecule that is built up to a 10-carbon molecule. Three of these super molecules are combined to form PAO, a base stock that offers a number of advantages over Mother Nature's version. Synthetics are more stable, flow at lower temperatures, are more resistant to boiling off, and less susceptible to oxidation, which causes thickening with prolonged high temperatures.

The inherent element with crude stock for motor oil is the molecular construction. Conventional motor oil is a batch of short-chain and long-chain carbon and hydrogen atoms. In extreme heat, the short chains can evaporate and these unstable molecules oxidize and break down. In addition, contaminants and reactive and/or unstable hydrocarbons can sneak through the refining process.

### What's It Worth?

Are synthetics worth the extra cost? Universally, the answer is yes, whether for a high-revving turbo motor or an older engine that gets little use. Using another vivid comparison, French champagne is also worth the extra expense over sparkling wine, but it comes down to matters of your taste and bank account. Note, too, that most auto manufacturers do not specify synthetics, so unless you're one of the few who need synthetic oil, rest assured that you're doing no harm with good old-fashioned crude as long as you follow the owner's manual recommendations on viscosity and grade.

On the other hand, synthetics are better on a number of levels. They keep the engine cleaner through improved sludge and varnish protection, reduce engine wear at high temperatures with more stable viscosity, protect the engine when it's running under severe conditions at high temperatures, provide better cold-temperature starts with faster oil flow at ignition and improve fuel efficiency.

## Myths

As with any new technology, there are a number of myths and advertising claims that need to be explored. Back in the late 1990s, the National Advertising Division (NAD) of the Council of Better Business Bureaus ruled that "synthetic" could be defined as the product of an intended chemical reaction.

As a result of this battle of semantics, the NAD, the Society of Automotive Engineers and the American Petroleum Institute ended up with broad interpretations of "synthetic." What that means to the layperson is this: if you want full synthetic or semi-synthetic or whatever, read the label to make sure you're getting what you want and what you think you're paying for.

One urban myth surrounding synthetic oil is its compatibility with conventional oil. At one time, those who switched from conventional to synthetics had to stick with synthetics—there was no going back. Synthetics expanded the seals in the engine; then, when conventional motor oil was used, that engine sprang multiple leaks.

## Usage

Now, while the companies don't recommend mixing or switching back and forth, one company's synthetics are fully compatible with others and compatible with conventional oils. The source of compatibility problems was high levels of ester in the earlier synthetics. Considering the consequences, it's best to verify this compatibility, either on the company's website or with your trusted mechanic.

Next, oil changes. The PAO base stock does hold up longer than petroleum-based oils, but the additives in both wear out at the same rate. The oil companies have tested their synthetics for longevity, but they still recommend following the specific owner's manual for oil change intervals.

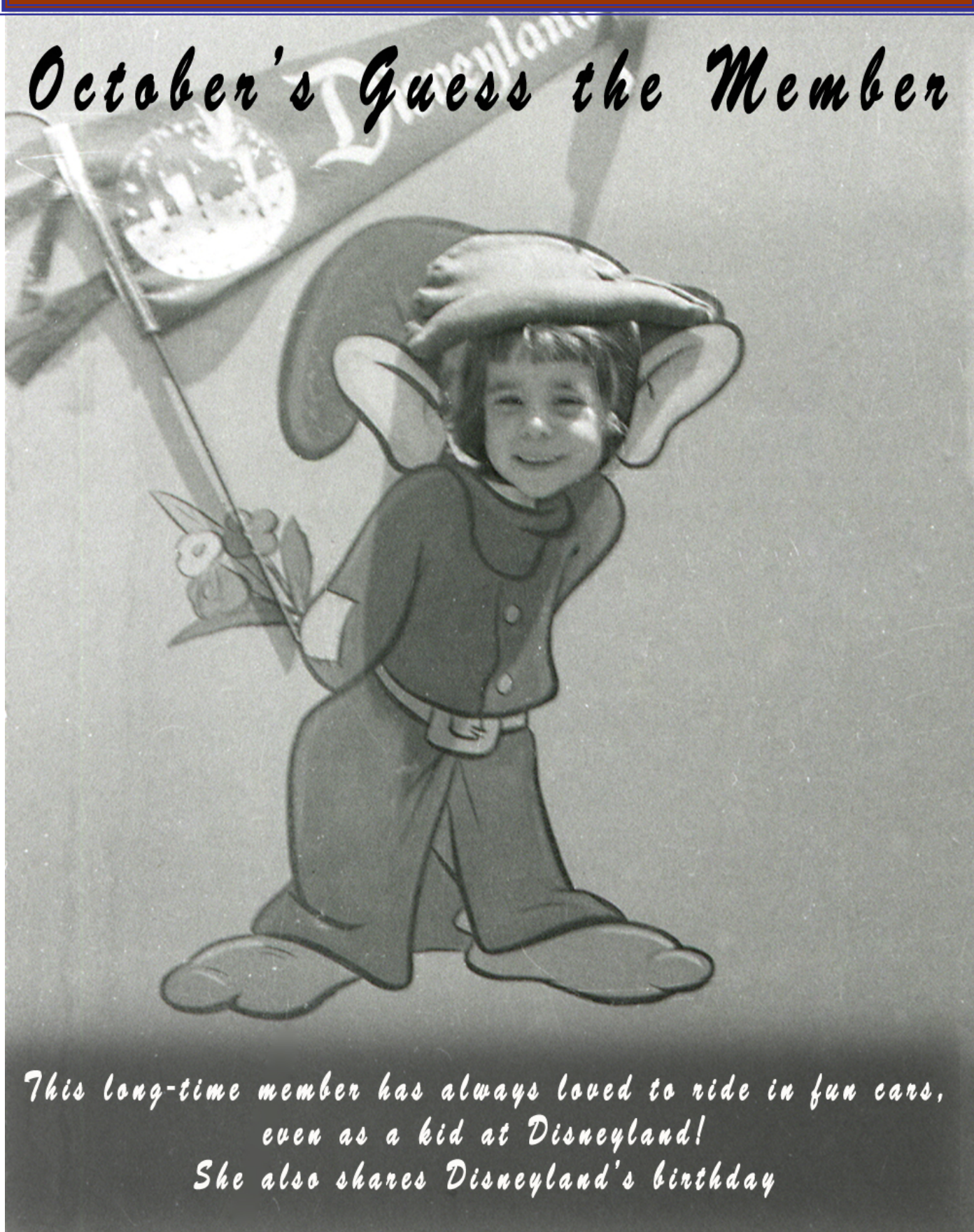


As for special oil filters or special disposal techniques for those who change their own oil, that's easy. You can use the same filter and follow the same disposal procedures that you would with conventional oils.

So, should you bite the bullet and fork over more money for synthetics? Sure, if you want to. If you are in a fully committed relationship with the car of your dreams, and have decided that car is worth the cost, spring for that Dom Perignon.

***Story link provided by BOB BROWN***

# October's Guess the Member



*This long-time member has always loved to ride in fun cars,  
even as a kid at Disneyland!  
She also shares Disneyland's birthday*





## The 'Last' Corvette to Be Sold at 36th Annual Barrett-Jackson Auction in Scottsdale

Contributed by Bob Hurst

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SCOTTSDALE, Ariz.--(BUSINESS WIRE)--The "Last" Corvette, one of the most legendary sports cars in American automotive history, will be sold at No Reserve during the 36th Annual Barrett-Jackson Collector Car Event from Jan. 13-21, 2007, in Scottsdale, Ariz. The car is documented as the last 1967 Corvette of the C-2 series production, which is commonly identified as the greatest design of the American muscle car's rich history. Hailed as "The World's Greatest Collector Car Events™," the auction will feature more than 1,100 of the world's finest collector automobiles, attract over 225,000 visitors and be featured on SPEED with 40 hours of live coverage.

"Being the absolute final car of a world-famous model makes this one of the most collectible cars in the world," said Craig Jackson, president of the Barrett-Jackson Auction Company. "It's exciting to think that someone will leave the Barrett-Jackson Auction with the last C-2 series Corvette ever built." Steve Davis, senior vice president of Barrett-Jackson Auction Company, who consigned the car added, "We've followed this car as it has gained headlines and popularity throughout the country, and are pleased that it will be sold at our Scottsdale event."

The "Last" Corvette is a 1967 Coupe optioned with a L-36 427-390 hp engine, factory air conditioning, dual side exhaust, power steering, telescopic steering column, 3.55 positrac, M-21 close ratio transmission, AM/FM radio, tinted glass and red stripe tires. The signature components are complemented by a classic Silver Pearl exterior and black interior.

This legend underwent a major restoration to recapture its clean looks and ferocious bite. Shortly after purchasing the "Last" Corvette in June 2005, Terry Michaelis and his group of specialists at ProTeam Classic Corvette Collection and Sales embarked on a restoration that grabbed automotive headlines throughout the country. From stripping the Chevrolet to its chassis to sewing the last seat cover, ProTeam and numerous high profile restorers returned this classic to stardom.

"This car symbolizes the end of an era in the long history of Corvette body types," said Michaelis. "As the last of the C2 series, it is certainly a one-in-a-million collectible vehicle, particularly among Corvette enthusiasts and car investors."

Also known as "The Caboose," the "Last" Corvette has been displayed, photographed, modeled and admired in nearly every way possible. Beginning in late January 2006, just days after the final restorations were complete, the car was debuted at the National Corvette Restorers Society's Winter Regional, where it earned a Top Flight award.

As the "Last" Corvette draws closer to auction, it will be previewed and showcased at Barrett-Jackson's booth in Hot Rod Alley at the Specialty Equipment Market Association Show on October

31-Nov. 3, 2006, in Las Vegas. The car's last stop before the Barrett-Jackson Auction will be at the Fall Chevy Vettefest on November 18-19, 2006, in Chicago.

In addition to the show tour, the "Last" Corvette will be featured in a SPEED series titled *American Muscle Car: The Last Stingray*, which will chronicle the famous car's history and restoration. The series will include six episodes with the first episode premiering on Dec. 7, 2006. The following five episodes will air in consecutive weeks leading up to the Barrett-Jackson Auction.

Barrett-Jackson continually reaffirms its leadership position in the collector car market by elevating consignment standards, breaking annual records and serving as the barometer for market trends. Last year, more than 300,000 attendees and millions of television viewers from around the world witnessed over 1,600 cars being auctioned off for approximately \$135 million at the two 2006 Barrett-Jackson Collector Car Events held in Scottsdale and Palm Beach, Fla.

### About The Barrett-Jackson Auction Company

Established in 1971 and headquartered in Scottsdale, Ariz., Barrett-Jackson specializes in providing products and services to classic and collector car owners, astute collectors and automotive enthusiasts around the world. The company produces the "World's Greatest Collector Car Events™" in Scottsdale and Palm Beach, Fla. For more information about Barrett-Jackson, visit [www.barrett-jackson.com](http://www.barrett-jackson.com) or call (480) 421-6694.

This 1967 Corvette, one of the most legendary sports cars in American automotive history, will be auctioned off at No Reserve during the Barrett-Jackson Collector Car Event, January 13-21 in Scottsdale, Arizona.



A GREAT DAY FOR A BRUNCH IN JULIAN AND A LITTLE WINE TASTING - SEPTEMBER 16, 2006





Sandy Mayer made all the arrangements for this great run on a fall day which was led by Jack Grindstaff. These photos taken by club historian, Don Houser, documented the friendly conversations and the smiles on the faces of all the participants.

## Freedom Ride raises money for Rotarians

**ANDREW PETERSON - North County Times**

RANCHO BERNARDO ---- The Rancho Bernardo Sunrise Freedom Ride has come a long way from its modest beginnings five years ago, when a handful of local Rotarians first conceived of and organized the charity fundraiser ---- a 100-mile excursion through the San Diego back country starting at Rancho Financial and ending at Belmont Village ---- to celebrate the ideal of American freedom after the tragedy of 9/11.

"The first ride, we lost money, 'cause we got a hundred T-shirts, and it was a rainy day, and we didn't know what to expect," said founder Randy Williams.



Rancho Bernardo Sunrise Rotary held its fifth annual Freedom Ride on Saturday morning to help raise money for more than 30 community organizations that help children at risk. Motorcycles and classic cars embarked on a 100-mile ride around the North County as seen in this photograph as the group headed up Lake Wolford Road. JAMIE SCOTT LYTLE Staff Photographer

In the years since then, the Freedom Ride has gone from loss leader to the fundraiser of choice.

"The first year I think we made \$450," said Brian Habib, a club member since 2001. "Last year we raised \$57,000."

That's an increase of more than 1,200 percent, attributable to the hard work of club members and the generosity of local sponsors.

"We've been able to take it to the next level," Habib said. "And thanks to some of the great people in the club and all the organizations, it's now a club-wide event. And we're the only Rotary group I know of that does this."

The Freedom Ride is a magnet for Corvette and Harley aficionados, who turned the Rancho Financial parking lot into a showcase for classic American metal as the 10 a.m. starting time drew near yesterday.

Club President Carl Kruse said the event guidelines were straight-forward.

"The only rule is you've got to follow the instructions of the lead bike, or the lead car -- there are stops along the way so you can reconnoiter and get together again and then move forward -- the leader of the pack is the one who drives the speed, the pace."

This year that honor goes to Williams.

"We first started with a small group of Rotarians," he said. "Every year it seems to be getting a little bit better."

Habib said he developed the route to be safe and simple for participants to follow.

"It's just kind of evolved," he said. "I've taken other rides with other groups and over the course of the years we've kind've just refined it."

The route is designed to minimize the number of left turns.

"You don't want to turn against traffic because then people get split up," said Habib. "We try to make as many right turns as possible, have as many open roads and streets with no stoplights as possible, that type of thing."

Freedom Ride Chair Kevyn Claerhout was looking for a big turnout.

"We'll probably have about 80 bikes or so, probably 40-60 cars," Claerhout said.

Eight months of preparation have gone into this year's Freedom Ride, he said.

"It's based on many different factors, (including) getting as much visibility as possible so we can really involve the community ---- so that they know that the funds that we're raising go back into their everyday lives,"

Lonnie Sarvis, a technical writer of auto repair manuals, was among the riders that morning.

"(Riding motorcycles is) the only thing that kind of takes the edge off of life," he said, standing near his Victory motorcycle and wearing a leather jacket with the word 'Deacon' stitched in blue letters.

For him, the Freedom Ride was a way to support the city of Rancho Bernardo and the Rotary Club.

"The other part of it is I am, like it says, a deacon, and I do share my faith with everybody that I speak to."

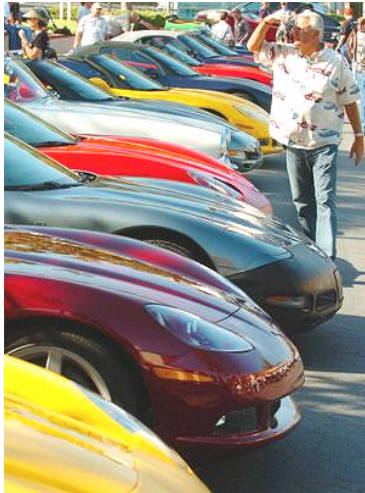
Bob Brown, a retired naval officer, had brought his immaculately maintained, cream-colored 1959 Corvette to the event.

"It's called a great charity," he said, when asked what the Freedom Ride meant to him. "It's called camaraderie with a lot of good friends."

Each year the Rotary Club works with a different charity to donate a portion of event proceeds to qualifying families in need of aid. This year's charity, United Through Reading, pays for a program in which American military parents stationed overseas videotape themselves as they read books for their children back home.



2 PHOTOS FROM NC TIMES; OTHERS FROM OUR HISTORIAN, DON HOUSER



A line of Vettes



Brian Habib



Where's David's bike?



The participants were gathered to listen to directions before the ride.



Bob gives it a touch-up



Sunburst and Kelly Hancock



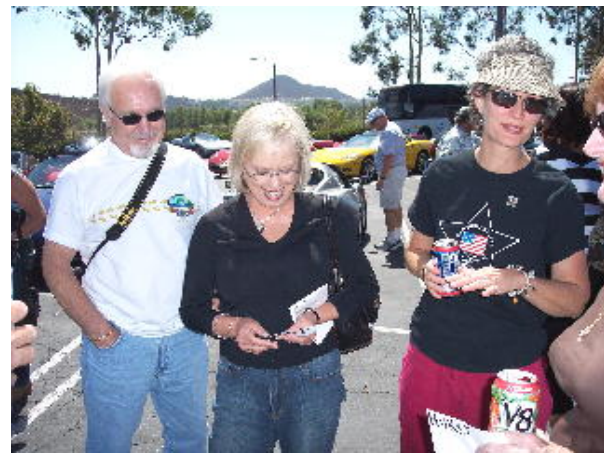
Sunburst, Alice, and David relax



Alice and her friend, Beverly, receive a card



Bob, Carol Dennstedt, Sharon, and Clarice



Doug, Carol, and Sharon Woods



Don Houser's great hand – a winner ?



David and Alice enjoy the great BBQ





Time to look back . . . . .

Submitted by Bob Hurst



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[awoods@bschev.dealerspace.com](mailto:awoods@bschev.dealerspace.com)

**BOB STALL CHEVROLET**  
7601 ALVARADO RD  
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Jack Grindstaff

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1968 - 1977	1997 - 2004
1978 - 1982	2005 - PRESENT

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**EACH CAR MAY BE ENTERED IN ONLY ONE CLASS**

**Schedule for Events**

Classification	8:00 to 10:00 am
Registration	8:00 to 10:00 am
Final Raffle Prize	2 to 2:30 pm
Trophy Presentation	2:30 pm
Continuous Raffle Prizes	

**Directions To Bob Stall Chevrolet:**

7601 Alvarado Rd.  
San Diego, CA 91941  
I-8 East to Baltimore Dr/Fletcher Parkway Exit  
Exit Right, then Right again to Alvarado Rd.  
Dealership is visible from highway.

**Fees**

Pre-Registration	\$20.00
Day of Show	\$25.00
Display Only	\$10.00
For Sale Area	\$10.00

Checks Payable to: North County Corvette Club

The Endless Summer Corvette Show will benefit our charity,  
"The Challenged Athletes Foundation"

**Mail Registration Forms to:**

North County Corvette Club  
P.O. Box 500104  
San Diego, CA 92150-0104

**For Information Contact**

Jack Grindstaff  
(858) 748-0939

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Cut and Return

**REGISTRATION ENTRY FORM**

Pre-Registration Must be Received by: 4 October 2008

CAR CLUB (if applicable) \_\_\_\_\_  
NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_ CITY/ZIP: \_\_\_\_\_  
CLASS ENTERING \_\_\_\_\_ MODEL: \_\_\_\_\_ YR \_\_\_\_\_

All entrants hereby release and discharge Bob Stall Chevrolet and the North County Corvette Club from any known or unknown damages, injuries, losses, or claims that may occur during this event.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

# North County Corvette Club

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



Sponsored by Bob Stall Chevrolet, La Mesa, CA

Send to: