



CORVETTE COURIER

The Official GOCC Newsletter

NOVEMBER 2011

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Hello Halloween Tricksters

The **Progressive Dinner Thriller** is coming about for the **October 29th** event. We will all meet at the Rite Aid outside Kingston at **4:30 PM**. Around 4:45 PM we will head off to Byron Faber's house for the **Hors d'oeuvres**. After some time conversing back into our vettes and we will be off to the **Entrees** at the Bublitz's home. Last and most delish will be **Desserts** at Ida and Larry's home near Silverdale. Stay close, follow loose and enjoy the **Halloween** neighborhood scenes.

Again this event will be close to Halloween so dig out that **moss covered double breasted coat** and **add some fish net to cover your head for a deep sea nonsurvivor zombie**.

Some hi heels and net stockings with a wig worn backwards and sunglasses stuck through to your ears would look corky. Top it off with a **wide brimmed hat**.

There will be prizes for the **Unforgettably Ghoulish**, the **Creative Chic**, and the **Inspirational HE-o-o-o-o-o-w-w-ling!** Dress to **scare** and dress to **thrill**. One chance a year to express your **crazy** self!
Cheers,

Clarrisa

NOVEMBER 19th



THANKSGIVING CANDLELIGHT DINNER PARTY

Cherlene and Bud Golitz

TIME: 5:00 pm



GOCC

2011—2012 OFFICERS

PRESIDENT



**CHUCK
COOLEY**

360-830-0246

VICE PRESIDENT



**DOUG
CARPENTER**

206-842-1084



SECRETARY



**CHARMAINE
COURSON**

360-697-1000

TREASURER



**SALLY
KANE**

360-297-2716



The Glass Odyssey Corvette Club (GOCC) is a non profit organization, incorporated under the statutes of the state of Washington in March of 1972.

The GOCC meets at 7:00 PM on the first Thursday of each month. Members, guests and fellow Corvette enthusiasts are welcome.

Visit our webpage
www.kitsapvettes.org

Committees & Coordinators

EVENTS COORDINATOR

Bill Stoner

NEWSLETTER EDITOR

Harry Calhoun

PAST PRESIDENT

Bill Shipley

WEBMASTER

Carl Neuswanger

PARADE COORDINATOR

Larry Ficca

VETTES FOR VET'S
COORDINATOR

Gary Powell

HIGHWAY CLEANUP
COORDINATOR

Doug Carpenter

CHARITY CHAIRWOMAN

Becky Evans

HISTORIAN

Deedee Ellingson

SUNSHINE

Margie Shurts

GOCC MAILING ADDRESS:

Glass Odyssey Corvette Club
P.O. Box 124
Silverdale, WA 98383





PRESIDENTS MESSAGE



GOCC President message for November 2011 newsletter

The trees have revealed their fall colors and the fields have turned green from the October rains. Temperatures have dropped and some corvettes have been put to rest until spring. Hopefully we will get a few nice days here and there for those of us who drive our Corvettes year round.

The North Highland Loop Cruise the first of October was enjoyed by a small caravan of five Corvettes. The cruise took us to Omak, Tonasket, Republic, Curlew, Chesaw, Molson, Oroville, Loomis, back to Omak then onto Chelan and Leavenworth. We enjoyed quite a variety of beautiful scenery and dodged coyotes, squirrels, deer and cattle on the roadway. The cruise took three days and a total of 680 miles.

On Saturday Oct 8 we had the second Vettes for Vets for the year at The Veteran's Home Retsil. A total of 14 Corvettes from GOCC, Seattle and Tacoma clubs met at the Buck's A&W, had a Root Beer Float; and then cruised to the Veteran's home to provide rides. As always the veteran's were lined up along the curb choosing the Corvette they wanted to ride in. Thanks to Gary Powell for organizing

Don't forget Saturday October 29th for our first progressive dinner for the year.

Also we need volunteers to man the club booth at the Olympic Vintage Auto Swap meet at the Kitsap fairgrounds November 5th & 6th. Please contact me if you can help to disseminate information about our club to the community.

Be sure to add to your calendars the GOCC events planning meeting Saturday November 12th at the Golitz home. Our club is run by the members. It does, however, take individual initiative and commitment to guide the various committees. That has to come from individuals within the membership. Don't wait expecting someone else to step up. The various events and programs cannot happen without your involvement. Help keep great ideas and activities part of GOCC.

"Rubber on the Road"

Chuck Cooley



NOVEMBER 2011 GENERAL MEETING MINUTES

GOCC MONTHLY MEETING 10-6-11

Donations: Brant & Clarissa- Corvette clock
Larry & Ida Ficca-Calif. Dash Duster & vent brush
Dave & Dee Dee-2 pkg fiber towels
Rich & Barbara Culley-----
Norm & Jean Vanwyck-Shamie
Chuck & Cassandra Cooley candy
Others?_____THANK YOU FOR YOUR GREAT SUPPORT!

The meeting was called to order at 7:04 pm
1ST ON ORDER-APPROVAL OF MINUTES FROM Sept.-M&A

PRESIDENTS REPORT: Newsletter # was for Candy & John Benza, didn't find it.
BUSINESS DISCUSSED-Doug Carpenter reported another Drawing for Anthony's.

VICE PRESIDENT'S REPORT- Prospective members- Lance, & Trena Otis "85 Vette w/15,000 Miles. Dave Van Aston-2011 Black Corvette, Alex Carpenter-Trailblazer/inline Chevy.

TREASURE'S REPORT- Sally Kane was gone, but we have approx. \$3,700 in bank

COMMITTEE REPORT-Dave Ellingson reported on the Annual meeting coming Nov. 5th in Portland. Also there are raffle tickets for a 2012 Corvette. 2014 There will be a National Caravan to Bowling Green. The C-7 will be revealed.

EVENTS COORDINATOR-Bill Stoner reported on many fantastic opportunities-Thanksgiving, and Christmas dinners, Toys for Tots, Progressive dinner, hwy cleanup, Vets for Vets, Game night. And the Olympic swap meet @ our Kitsap Pavilion. PLEASE SEE THE WEBSITE FOR ALL OF THEM, and MORE!

OLD BUSINESS-We are still accepting donations for the Battered Women's Shelter here
We also have been discussing whether to open up our website more to the public, E-Board to discuss further. It should be done with some cautions though.

NEW BUSINESS-Carl was in the hospital.

M&A to buy 2 more radios for the club. Also M&A to offer for members to have the option of buying radios, and the club pay the extra, with the members paying \$200 per radio-if we can get enough people to be able to get a group rate. (6min.). The club needs new cling for the cars, and the e-board will discuss the color that will benefit most people's cars.

PILL DRAWING- Harry Calhoun___not present to win.

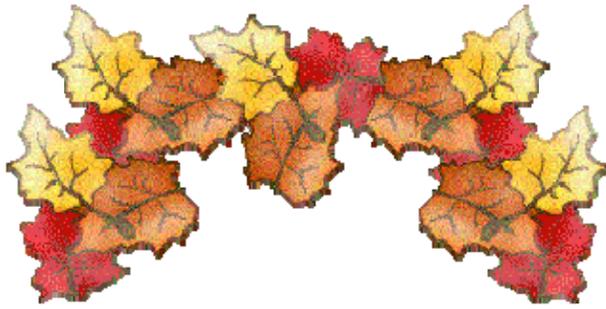
Refreshments-Bill & Kay Shipley-cookies, Bill & Patti Stoner-cookies & soda, Larry & Ida Ficca-fruit & cookies, Dave & Jennie Tarver-cookies, Clarissa & Brant Busblitz-cookies_THANKS SO VERY MUCH FOR YOUR DONATIONS!

The meeting was adjourned at 8:55 pm.

Respectfully Submitted by Charmaine Courson-Secretary

November 7, 1969: The 250,000th Corvette (a Riverside Gold convertible) rolls off the assembly line.





NOVEMBER MEETINGS

GENERAL MEETING – Thursday, November 3rd

PLACE: CENTRAL KITSAP FIRE STATION #41

BREMERTON, WA 98311

TIME: 7 PM

PRE-MEETING dinner is at Hale's Alehouse, Silverdale, 5 PM

E-Board MEETING –Tuesday, November 8th

PLACE: 16300 Scandia Rd NW

TIME: 2 PM

All are welcome to attend

GOCC EVENTS PLANNING MEETING –Tuesday, November 12th

PLACE: Cherlene and Bud Golitz

TIME: 2 PM

CONTACT: Bill Stoner 360-437-7870

All are welcome to attend

THANKSGIVING CANDLELIGHT DINNER PARTY –November 19th

Place: Cherlene and Bud Golitz

TIME: 5:00 pm

All are welcome to attend



SAVE THE WAVE

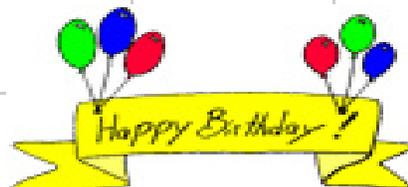




NOVEMBER 2011

Sun Mon Tue Wed Thu Fri Sat

		1	2	3 General Meeting	4	5
6 DST Ends	7	8 E-Board Meeting	9	10	11	12 Planning Meeting
13	14	15	16	17	18	19 Candlelight Thanksgiving Dinner 
20	21	22	23	24 Thanksgiving	25	26
27	28	29	30			

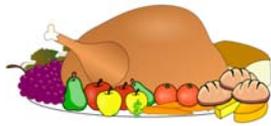


***Kay Shipley—2nd
Jeff Kundinger—8th
Cherlene Golitz - 26th***

***Heather Coutts—3rd
Wayne Nelson-12th
Dave Tarver-26th***



MARK YOUR CALENDARS!



HOLIDAYS GOCC STYLE



CHRISTMAS PARTY

The Drake's — December 10th
Saturday, 5:00 pm.



AMBASSADOR'S ADDRESS

Dave Ellingson



The National Corvette Museum is sending me 5 boxes of Corvette merchandise for me to sell at the upcoming OVAC Swap Meet on November 5th & 6th. I will bring all of the merchandise to our next meeting, two days before the OVAC Swap Meet so you will have first choice. I am not sure what is in the boxes, but it will be all Corvette related, so if you have wanted something special for yourself or a gift for someone else, be sure to come to the next meeting.

Also, I still have some 2012 Corvette raffle tickets available. Just let me know how many you want.

See you at the meeting.



1987—1989 C4 TECH TIP

Tech Tip#1: For C4 Corvettes in the 1987 to 1989 vintage, you may experience a Trouble Code 34. This code was used on many OBD-1 Computer Control Systems to indicate a problem with the Manifold Absolute Pressure Sensor or the Mass Airflow Sensor. Early C4's had the Manifold Absolute Pressure Sensors, later ones do not, so when the code 34 appears, most shops change the Mass Airflow Sensor hoping the problem will be fixed, but then the Check Engine light comes on again. GM Technical Support provides additional service advice to correct the intermittent Check Engine light (Code 34). End result is 2 relays can cause "Code 34" in 1987 and later Corvettes:

1. Mass Air Flow Relay (pn 14089936)
2. Burn Off Relay



If you are having this problem, save yourself lots of expense and trouble and replace those two relays.

The last Corvette manufactured to run on the old style "leaded" [fuel](#) was produced in 1974.

TOUR RADIO SALE

At the last GOCC meeting, it was decided that the club will purchase two more of the "tour radios" that we have been using for the club. The club already owns two of these radios and various club members own several more. They regularly cost \$239 apiece from www.TechWholesale.com. Detailed information is available on the club website, in the "Members Only" area. Look for the "Radio Users Guide" under the heading "GOCC Two-Way Radios". A discount is available if we purchase at least six radios at once. The club decided that if four or more members want to buy a radio at this time, through the club, we will make the price to our members an even \$200.00. The club will cover the remainder of the cost, after the discount. This is a great one-time opportunity to purchase a club radio at a significantly reduced price.

We now have five members signed up to purchase a radio through GOCC at reduced price. We have met the minimum, but more orders at the \$200.00 price are still available. The deadline for additional orders will be 8 pm on November 3rd, the date of our next GOCC meeting. If you would like to purchase a club radio for \$200.00, please contact Larry Ficca at lficca@wavecable.com before then.

Larry Ficca, GOCC Radio Coordinator



The Scoop on Run Flat Tires by DAVE ELLINGSON

Most everyone dreads a flat tire. Not only are they inconvenient, but drivers who haven't experienced a blowout at speed wonder how they'd react. And no one likes the idea of being stuck at the side of a busy road in nice clothes with an unplanned dirty job to do.

Run-flat or zero-pressure tires are intended to support the weight of the car for a short time, providing the driver with 100 or so miles of range to get off the highway and find a repair shop. Sounds like a slam-dunk no-brainer, right? But is it really that simple?

The players

Two kinds of zero-pressure tires exist in the market today. Both types still require the usual amount of air to provide day-to-day performance.

Self-supporting tires (SSTs) are the original and most common run-flat type. Heavily reinforced sidewalls support the vehicle after air departs the scene. This sort of run-flat is designed to fit on normal wheels with no modifications.

Michelin's PAX, a patented auxiliary support run-flat system, is a relative newcomer. PAX sidewalls, while still stiffer than normal tires, are not as rigid as SSTs. Instead Michelin designed a unique wheel that positions a semi-stiff "support ring" inside the tire to hold the car up when the air goes away. A non-standard bead design is necessary where wheel and tire meet.

Enter TPMS

A side effect of the stiff sidewalls found on run-flats is that they never look flat. As a result, the danger of driving on underinflated tires is even greater, as many people don't check their tire pressures until they "look" low.

To counter this problem, the use of tire-pressure monitoring systems (TPMS) has become mandatory in run-flat applications. Since run-flats only provide a limited zero-pressure driving range, TPMS is critical to help the driver know when the mileage clock starts ticking, and more importantly, when time is up.

The good

- * You can drive on a flat tire - The chief benefit of a run-flat tire is the ability to drive 100 or so miles after all air has gone. Drivers usually have to reduce speed to about 50 mph to get that range. The owner's manual will have exact figures for each tire/vehicle application.
- * Better stability after a blowout - Because the tire can support the vehicle without air, a sudden deflation results in less weight transfer and tread destabilization. Steering and handling remain near normal.
- * Lower vehicle weight - With the spare eliminated, and sometimes the jack and tools as well, vehicle weight should theoretically go down. It's not as much as expected, because run-flat tires weigh more, owing to those reinforcements. In fact, a Honda Odyssey with PAX actually gains weight.
- * Repairability - SST run-flat repair guidelines are nearly similar to those for standard tires. Michelin's PAX has more stringent repair procedures, including a warning that repairs can only be carried out at a "Michelin PAX System authorized servicing dealer." In either case, if the zero-pressure driving distance or speed is exceeded, the tire might need outright replacement. Furthermore, tire sealant-in-a-can leak repair products shouldn't be used, because they can foul many types of TPMS air-pressure sensors.

Continued page 10 Tires



The bad

* No spare - Run-flat-equipped vehicles carry no spare, and sometimes the jack and tools are omitted as well. In fact, eliminating the spare and reallocating that space to some other purpose (styling, interior room, etc.) is a big reason why run-flats are offered.

* Harder ride - The stiff sidewalls that make a run-flat work also result in a harder ride. PAX sidewalls are not as stiff as SST sidewalls, lessening the effect somewhat. Yes, the suspension tuning can be adjusted to compensate, but the loss of tire stiffness is never fully compensated.

* Tread wear - While this is still a point of contention, and possible litigation, reports that their run-flats have a shorter lifespan than standard tires have been made by consumers. As you might expect, tire company representatives are quiet on the subject. Tire companies put a soft tread compound on a tire to counter a hard ride. The downside with this approach is that softer compounds tend to wear faster.

* Blowouts are still possible - If a driver fails to heed or notice the run-flat warning and drives beyond the zero-pressure range or above the speed limitation, tire blowouts can still occur, with the same devastating effects.

* Heavier tire weight - Run-flat reinforcements add weight. And it's all unsprung weight, the bad cholesterol of vehicle mass that degrades ride and handling. In SSTs, this may amount to as many as 25 pounds per tire.

* Cost - Run-flats cost more money to replace. Compared to standard tires, expect to pay double or more. Tires for my Grand Sport will cost \$500.00 to \$700.00 each plus mounting and balancing costs.

* Lack of choice - PAX tires are made only by Michelin, so no price competition exists. Sure, Michelin has gifted the manufacturing rights to other tire makers, but as this is written, none have decided to make them. PAX wheels are an oddball metric diameter, so nothing else will fit. And the metric rim with its unique bead requires special tire-mounting equipment, so many tire stores cannot mount or even repair a PAX tire. The SST situation is better, as they fit on standard wheels and are made, in some sizes, by more than one manufacturer. Still, run-flat users don't enjoy the shopper's freedom of choice that ordinary tires allow.

* Less on-shelf availability - Because run-flats are presently a low-volume class of tire, drivers shouldn't expect to roll into just any tire store and buy one. That's OK when replacing worn tires, when time isn't critical. But if a family is traveling and needs a new run-flat en route, they'll probably have to make a detour to find a suitable tire dealer. An overnight stay is not out of the question while waiting for a tire to be shipped in. Read your owner's manual and tire warranty carefully for details

The irony

TPMS is such a good idea that the federal government has made it mandatory for all cars, not just those with run-flats. Twenty percent of 2006 vehicles have it, increasing to 70 percent in 2007 and 100 percent since 2008.

Ironically, TPMS makes the case for run-flats less compelling. Since these systems excel at alerting drivers to underinflation and slow leaks before they can fester and weaken a tire, the likelihood of certain types of blowouts and flat tires is reduced. In making the case for mandatory TPMS, NHTSA cited tire industry data claiming that 85 percent of tire deflations are slow leaks - some of which go unnoticed and end up as blowouts. The remaining 15 percent are due to sudden ruptures or large punctures. Other industry sources put the sudden rupture percentage even lower than 15 percent.

You have to decide

Run-flats work as advertised, but they have unspoken downsides that everyone needs to be aware of. Cost and availability may improve over time, but that depends on how customers react to the prospect of no spare, a potentially harder ride and reduced replacement choices. In the short term, higher replacement costs and supply issues are the reality.

TPMS is a fact of life. These systems are being implemented to reduce the likelihood of the very thing that run-flat tires were designed to address: the blowout and roadside stranding.



Corvette Family and Friends,
October 1, 2, 3, 2011

North Cascades Cruise.....What beautiful scenery and such nice people too!

After our eight days of Northwest summer in September, fall has fallen so rapidly and was time to "Get Out of Dodge" early and before the start of winter doldrums... Being the first of October, we squeezed in some nice weather and headed for the northern beauty of our magnificent state with a three day and two night cruise through the North Cascade Mountains.... all the way to the edge of the Canadian border....

We (Becky and Drake and Bonney too! our Scottish Cairn Terrier tucked in behind the seats in a '73 T-Top) met up with Chuck and Cass ('99 Coupe) who are our Road Captains and Cruise directors along with Bud and Cherlene ('09 Coupe) and Rick and Charmaine ('76 T-Top) just before Kingston, where we caught the 0840 Ferry to Edmonds and traveled north on I-5 with a quick stop at the rest area near Arlington where other rest stoppers got their cameras for pictures and commented on our little group consisting of '73, '76, two '99s and '09 Corvettes. Seems we always get waves and thumbs up from people admiring the Vettes.

Just before Arlington, we drove down memory lane as another car group with about 20+ cars from '36 fords, through '40s and '50s and '60s era were cruising in the right lane, all filled with "old people" out for a weekend cruise and rally. The chatter on our VHF and FRS radios was busy as we remembered when we were much younger and had the same cars as in this vintage group. We exchanged waves and thumbs up and smiles as we passed on the Interstate. Sorta gives you a good feeling when a group of "old people" in Corvettes pass a group of "old people" in classic Buicks, Chevrolets, Fords, Mercury's, etc.... It is fun being in this "Old Peoples Club".

Sedrow Wooley was actually the start of our scenic byway cruise. Logging and chain saw sculptures dotted the landscape near town. Leaving Sedrow Wooley the scenic wooded hills filled our sights as we drove through Concrete where Chuck and Cass once lived. Cass kept the homefront fires burning as she tended the Cows, Lamas and Chickens near Concrete in eastern Skagit County. Concrete is interesting and has some "nice to know information" with history too....

In 1871 early settlers came to the area and settled on the West Bank of the Baker river and called it "Minnehaha" and I didn't make this up. Then in 1890 a post office was set up and the town renamed "Baker". In 1905, Portland Cement Company set up camp on the "East" Bank of the river, across from Baker and their community was called "Cement City". Then in 1908, another cement company got into the act and was called the Superior Portland Cement Company and was built on the Baker side of the river. With the competing cement companies occupying their sides of the river, a solution was near and the town was renamed, in 1909, to "Concrete" and now you have the rest of the story..... Remembering from our last Cascades Cruise, while in Concrete, there is a mural at the end of Main Street with picturesque Cascade Mountains and a caption that reads, "**Welcome to Concrete, the Center of the Known Universe**" ... bet you didn't know that....



From Concrete we enjoyed the hairpin turns and up and down the mountain roads and realize this is what Corvettes and motorcycles were made for. With rain putting a little damper on our cruise, it also made the roads slick and there was quite a pile up with a motorcycle leaving the road and twisting the front fork and tire into something that was not nice to look at.... the rider appeared intact, but his bike was a disaster... by the time we reached Winthrop, it was time for lunch and a break in driving our beautiful Corvettes through some magnificent scenic mountains. Winthrop made for a great rest and lunch stop.

Winthrop is 190 miles northeast of Seattle and puts you into a land that looks more like a John Wayne Cowboy movie setting. The sidewalks are all wooden and the store fronts are facades just like in movie settings. Winthrop is so full of history and well worth the time to explore. The finding of Gold, was the impetus for development. One of the early settlers was a family named Waring and settled at the fork of the Chewuch and Methow Rivers in 1891. But the town was named after a Yale graduate and author named Theodore Winthrop. But the first settler named Waring, still has his bar and saloon built in 1891 and was considered the best run saloon in the country by church publications and still survives today as the town hall. Another piece of history involves an early author named Owen Wister and after honeymooning in Winthrop, wrote America's first western novel called, "The Virginian". Bet you didn't know that

Winthrop really got into tourism when Highway 20 was nearing completion in 1972 and the town was rebuilt in the early western theme. Today, the Methow Valley theme includes, not only medicine shows and cattle drives, but according to Chis Rider, the owner of "The Outdoorsman" (hunting fishing and outdoor gear) said, we have a very large classic car show in September and Hot Air Balloon rallies in August where you can book a hot air ride, but Drake was more interested in the fishing of local waters.... Our Lunch was at Jack's and Jack's is another story....

Three Fingered Jack's Saloon in Winthrop is full of character and is one of the oldest saloons in Washington. It was named after a local character named Jack Lemma who was a meat cutter (feel it coming?)..... well, one day Jack cut off two of his fingers and thus the saloon got its name, "Three Fingered Jack's Saloon" and now you know another part of the "rest of the story".... The saloon's decor was interesting and gave you a taste of the old wild west. Lunch was great and Bud and Cherlene got some appetizers of Chicken Gizzards and we all shared. Remember these Chicken Gizzards as it gets better when we dined in Omak. After lunch we spent an hour touring the small town and a little shopping and then back on the North Cascades Highway to Omak.

The cruise to Omak was up and down and winding turns with some beautiful scenery. Every now and then, our VHF (club) radios would crackle with..... "did you see that?" Traffic, even for being a weekend, was very light and seems to have ended since Labor Day and the return to school. Omak, was a destination for our cruise and accommodations were at the Best Western (Peppertree) and the Omak Inn next door. Evening dinner was at the Koala Bar and Grill which had an Australian theme. Chuck and Cass started with "Alligator Toes" as an appetizer and Bud and Cherlene went with the "Lizzard Tails" and we all shared in the bounty.... Alligator toes were seasoned, breaded and fried dill pickles and makes my mouth water thinking about them.... Lizzard Tails, were string green beans that were breaded and fried and together these really complimented the Chicken Gizzards we had earlier..... there is something about Glass Odyssey Corvette Club where we really know how to eat well and enjoy steaks, sea food, salads and each others company.... Saturday was a full day of driving, sight seeing and eating and we were all ready for a rest.....

Sunday, Chuck and Cass had us fueled and ready to drive by 0900 and we were destined for the Highland Historic Scenic Drive. Taking 97 north out of Omak, we picked up Highway 20 east and drove through some



real nice looking ranches, scenery, past Wauconda and if you blinked you would miss this little place.... But Wauconda was historical, just not many citizens of today.... Wauconda was originally a mining town and then a moon shine town and today has only two people who live there. At one time, there were six or seven one-room country schools that listed Wauconda as their mailing address. Wauconda was also a stage station for the mail that ran through the area from Chesaw to Republic. Today it is a place to go fishing, hunting and rock collecting. From Wauconda we drove to Republic.

As we took Hwy 20 exit to the North Cascades Highway in Burlington, we met up with Larry and Cathy (and Bob, their West Highland Scottish Terrier in '99 Coupe) to complete our five Covette caravan through hairpin turns and mountains of the North Cascades. Now we have two small dogs that are distantly related from Scotland named Bob and Bonney cruising with us.

Our stop in Republic was spent at the Stonerose Interpretive Center. This place was simply interesting to the point of being fascinating. If you would like to see some interesting fossils, mining exhibits and look at what life was like nearly a hundred years ago, then the Stonerose Interpretive Center is a very good stop. They even have a bucket of fossils that are for "old People" or people who do not feel up to finding there own fossils and we all picked through and found some treasures..... The fossils are "older than dirt" and date back nearly 50 million years when republic was part of an ancient lake bottom. Stonerose is the name of a fossil site and hence the name, Stonerose Interpretive Center..... The fossil site is just a short distance away and for a small fee, you can dig in the shale and find your own fossils....

After our stop in Republic we continued north along route 21 to Malo and Curlew. Malo was another small village with a population of 28 and if you blinked, you would miss it. Continuing north and then west we cruised to Toroda. Toroda is a ghost town and today is known for one of the smallest state parks where Ranald MacDonald is buried. This Ranald guy was one of the busiest people I have ever read about..... Chuck provided us with the history of Ranald who was a sailor, a gold miner, a writer, an explorer, and a teacher but is best known for helping the Japanese learn the English language and western culture..... if you have some time to read about a most interesting man, check out Ranald MacDonald, and you will feel like you haven't even began to do anything as he was a very, very, very (three verys) accomplished man. From Toroda we cruised within a few miles of Canadian Border to Chesaw and Molson which was only a short walk to Canada.

Molson was most interesting with a ghost town, and museums.... Although it was out of season, the local museum care takers opened the school and we spent over an hour looking at some fascinating antiques. Not all of them were antiques as a couple of us remembered sitting in old wooden desks and having split classrooms. By the time we left Molson, it was getting thirsty outside and Chuck and Cass led the drive to a winery in Oroville as we got back on route 97 heading south..... As we continued south, guess what? There was another winery in Tonasket and we stopped. Staff at the wineries were so kind and informative and in fact, one was closed for the season and opened just for us....

Many, many thanks to Chuck and Cassandra for organizing the North Cascades Glass Odyssey Corvette Cruise. It was truly a fun filled weekend and besides, someone has to drive these marvelous cars, don't they? And someone has to drink some of the best wine in the country too! After our Highland Historic Loop Drive we arrived back in Omak and joined each other for dinner again at the Koala Bar and Grill. The homemade Lasagna was delicious as were the steaks for Chuck and Larry. It was a full day and very enjoyable.



Monday morning we bid farewell to Larry and Kathy as they headed east for Spokane and then to Boise. The rest of us headed south to Lake Chelan, Wenatchee, Leavenworth for a quick stop at a major fruit stand and lunch at King Ludwigs and then over the pass and down the hill to the Edmonds Ferry, across Puget Sound and back to Kingston in Kitsap County. As we crossed Stephen's Pass, Chuck came up on the VHF radio and said welcome to western Washington as the rain began to pour down and we cruised through the clouds.... Our Cruise was approximately 750 miles, with a few bumps along the way.....

Drake and Becky Authors & Photography

Charmaine & Rick Courson, Photography



If you have anything you would like published in the Newsletter, feel free to email it to me at :GOCCNewsletter@comcast.net .. Thank you. Harry Calhoun, Editor



R8C MUSEUM DELIVERY REUNION

Photos and report by Sally and Byron

On Sunday, September 25, thirty-five cars converged on Burlingame, CA, for the start of the R8C Reunion Cruise. This event, sponsored by the National Corvette Museum, was especially for those who had taken delivery of their new 'vette at the Museum, but it was also open to any and all Corvette owners who wanted to join the fun. Byron & Sally Kane and Bill & Patti Stoner participated from GOCC. We met a lot of really nice people - many from the western states, but a surprising number from the mid-west and east, too. The cruise began in Burlingame and five days later we all pulled into Solvang as the last stop on the trip. Over the course of the week we visited several car collections and other "must see" venues on the way down the California coast.

The cruise began on Monday with a visit to the Candy Store in Burlingame. Patti thought it would be a place to shop for "candy" for our Corvettes, but it's actually a place where Bay area folks who own older outstanding cars – foreign and domestic – store their cars when they are not showing them. It's located in an old Packard dealership building and is not open to the public. We felt privileged to view these magnificent one of a kind cars. After a lovely drive down the coast to Monterey we were treated to lunch at the Fish Hopper and then a visit to the Monterey Aquarium.

Tuesday morning we were guests at the Vision Quest Ranch just outside of Salinas. Vision Quest is home to many exotic animals that are retired from show business. We had an educational tour highlighted by a few of us feeding the elephants. After lunch we drove the scenic 17 Mile Drive along the coast of the Monterey Peninsula. Ken and Susie Lykken joined our group on the drive and, of course, we all had to stop for a glass of wine at Pebble Beach Resort – overlooking the ocean and the 18th hole.

After a second night's stay in Monterey, we headed down the coast on Wednesday to Cambria. We had free time for stops along the way to enjoy the panoramic views of the ocean and more free time to shop and explore in the little village of Cambria.

Thursday morning we were greeted by fog. Not unusual on the coast, but unfortunate for our group as that morning we visited Hearst Castle. The weather cleared as we drove on down the coast toward Solvang. Jim and Judy Wafer provided lunch for us in their hanger at the Santa Ynez airport. We enjoyed the warm, sunny day as we viewed their collection of vintage cars and automotive memorabilia. That evening we were treated to a BBQ at the Buellton home of Mark Mendenhall and were invited to view his incredible collection of automotive memorabilia housed in the many garages on his property.

Friday morning over breakfast at the hotel we all said our good-byes. The cruise had come to an end but we were left with so many wonderful memories of the things we had seen and done and the nice folks we had come to know over the course of the week. It is our hope that each of you will participate in a cruise such as this one. It gives you an opportunity to experience the wider Corvette community and meet so many others who have that special feeling in their hearts for Corvettes – America's Sports Car.



Some of the scenery and people from the NCM trip



GOCC Family!



Corvettes at Vision Quest



Corvettes at Hearst Castle



Ken & Bill relaxing



Bill , Patti , Sally & Bryon



Jack (right) , won this & Byron got to drive it !

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Z06 ?

- A. 1976
- B. 1967
- C. 1963
- D. 2001

Since I missed the meeting.
1963

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GOCC MEETING.



THANK YOU, CASSANDRA



GOCC 17





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