

COD Communications

COD proudly supports the R.S. McLaughlin Durham Regional Cancer Centre (\$44,785 to date) and CTV's Toy Mountain.



November 11, 2018 marks the 100th anniversary of the end of World War I.

*They shall grow not old, as we that are left grow old
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.*



November 2018



President's Report

By Ken Gordon

Happy Fall!

Halloween was crazy busy in our neighborhood, I think they bus the kids in. LOL!

It's such a depressing time of the year (closing the cottage) and even worse (storing our Corvettes). Sadly we drove through snow last weekend.

On a happy note Marilyn & I had a great time at Horseshoe Valley Resort. It sounds like we missed out not being there Friday for the evening entertainment but thanks to the members that joined us back to our loft Saturday night. It was a lot of fun (and yes, Marilyn did make it up the spiral staircase to the bedroom), surprising. Thanks to the Ravens and helpers for a great weekend.

This is our last Newsletter of the year, but please remember that we need to fill the position of Vice President for next year. Please don't hesitate to call me for what the position requires (it's not that bad) 289-923-8333.

Brian Lindow is sadly missed, but let's try to honor one of his passions "Toy Mountain". You can bring new unwrapped toys to the next General Meeting. Tom Brown's office has informed me that the schedule for televising at Pickering Town Centre will be Monday December 17th.

Christmas Dance tickets will be available to purchase at our next General Meeting at Amici Wednesday November 21st.

Please plan to attend these upcoming events.

See you all on the 21st!

Ken



Corvettes of Durham was established in 2000. We meet on the third Wednesday every month at 7:30 pm (except December). During the summer months, we arrange 'offsite meetings' and cruise to different locations. If you have a favourite restaurant, suitable for a meeting, please let the Social Convenor know.

COD Executive:

| | | | |
|----------------|------------------|--------------|--|
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Members' Corner



CORVETTES OF DURHAM proudly sponsors the Oshawa Hospital Foundation R.S. McLaughlin Durham Regional Cancer Centre and CTV Toronto / Salvation Army "Toy Mountain".



November Birthdays

| | |
|-------------------|----|
| Julian Ralph | 2 |
| Sharon Boulter | 5 |
| Bruce Smith | 6 |
| Connie Young | 8 |
| Curleen Frederick | 10 |
| Cathy Nunno | 12 |
| Gus Tzirivilas | 13 |
| Paul Arsenault | 20 |
| Brian Striemer | 25 |
| Roy Watts | 25 |
| Angela Tzirivilas | 26 |
| Margaret Kowal | 27 |

December Birthdays

| | |
|---------------------|----|
| Mike Tillart | 4 |
| Ken Gordon | 12 |
| Ken Crichton | 13 |
| Rob Stefantschitsch | 13 |
| Ron Tremblay | 21 |
| Linda Bunn | 28 |



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| Silver | Half page - \$125.00 (includes link on website) |
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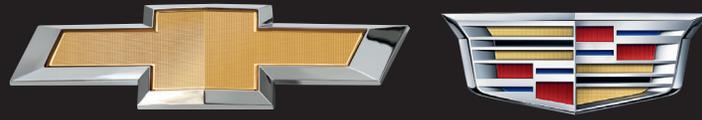
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FALL CRUISE – HORESHOE RESORT

by JANN LANGLOIS

Corvettes of Durham's annual fall cruise took place the weekend after Canadian Thanksgiving. Approximately 14 couples met at High Hope Farms in both Corvettes and Steel Cars.

We drove up amongst the changing fall foliage to Horseshoe Valley Resort led by Dave and Jan Raven. After parking in our own area, we were met by old friends, Glen and Sue, who gave us our itinerary for the afternoon and we checked in. The resort gave us a party room where some of us retired to, unwinding from the pleasant drive, while others checked out the pub for lunch. There was some disappointment over the cool, rainy, snowy weather which put the kibosh on golf for some, (and relief for others that the clubs would remain in the trunk?) but we drowned our sorrows in the wine and cheese tasting on Friday afternoon, catered by High Hope Farms and presented by Jan and Dave Raven with their team.

Dinner at the Crazy Horse Saloon, followed by the musical styling of Paul Arsenault, Scott Bull and Denise Ciaralli.



Saturday, we were joined by more C.O.D. Members, and enjoyed a lunch catered by High Hope Farms and Jan Raven's team, then off to the pool party, sauna and hot tub, followed by dinner at the Horse Shoe Valley Restaurant. Steak and other delicacies were

enjoyed. Our evening was rounded off by what I think is a
Corvettes of Durham mainstay, conversation and the exchange of
opinion!

New faces and old, a wonderful time was had by all!



We're lost...let's figure this out!



Friday dinner time...yummy!



Friday dinner...another table of COD



Wanna share my pizza??



Pool time!



Outdoor deck...nicer in the summer!



Deep in conversation



Horseshoe Lake...also nicer in summer!



Condo neighbour opposite Horseshoe



Horseshoe ski lift...waiting for the white stuff

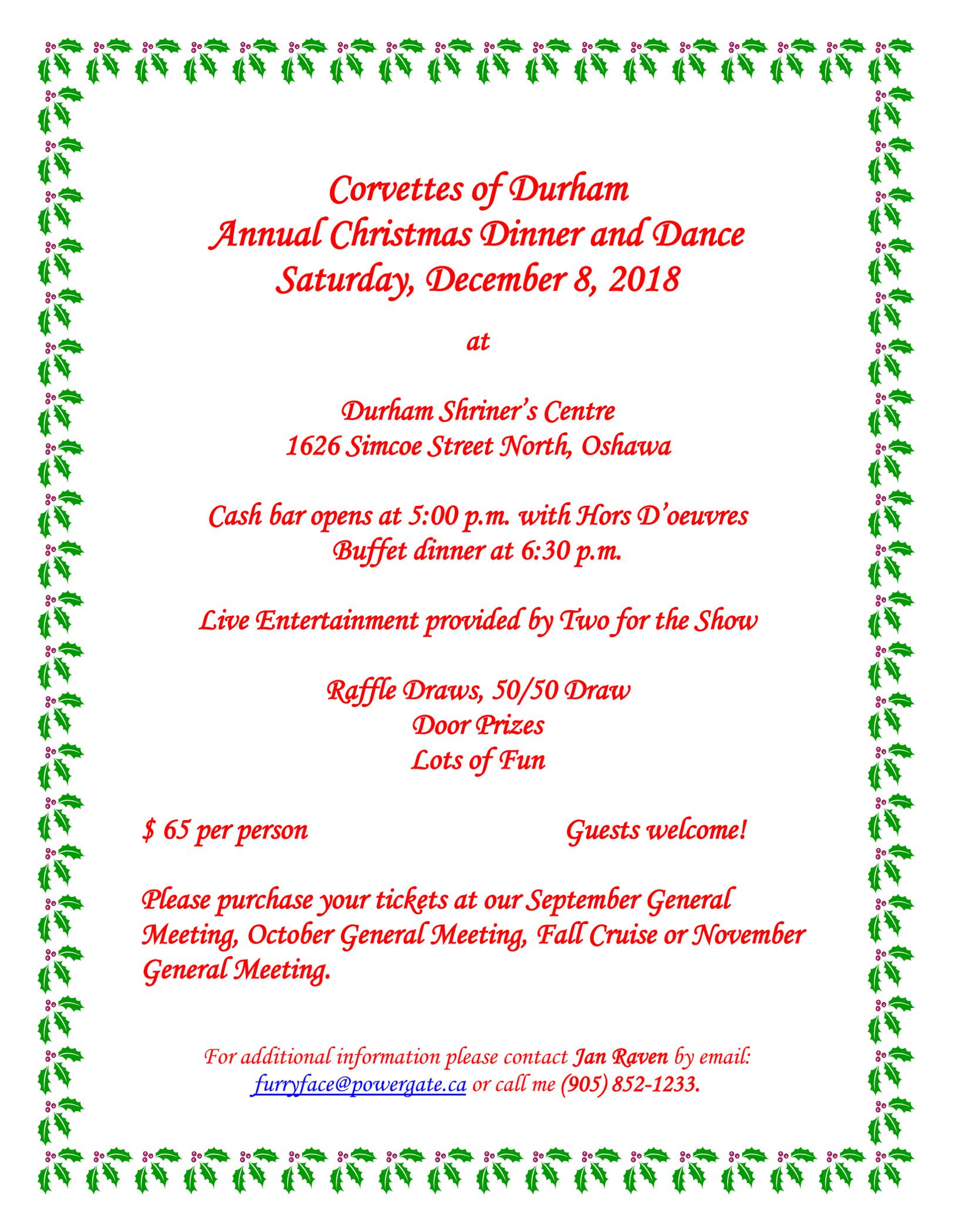
After the Fall Cruise, Ron Langlois drove to Penetanguishene to present long time member, Jim Prescott with a stunning model of his car, "The Red Baron".

This model was commissioned by Ron Langlois, created by Carl Gomes and awarded to Jim with the Highest of Regards from Corvettes of Durham.

Thank you Jim for all of the support that you have provided for COD over the years!

Jim is, to quote him, "Pleased as Punch!"





*Corvettes of Durham
Annual Christmas Dinner and Dance
Saturday, December 8, 2018*

at

*Durham Shriner's Centre
1626 Simcoe Street North, Oshawa*

*Cash bar opens at 5:00 p.m. with Hors D'oeuvres
Buffet dinner at 6:30 p.m.*

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\$ 65 per person

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*Please purchase your tickets at our September General
Meeting, October General Meeting, Fall Cruise or November
General Meeting.*

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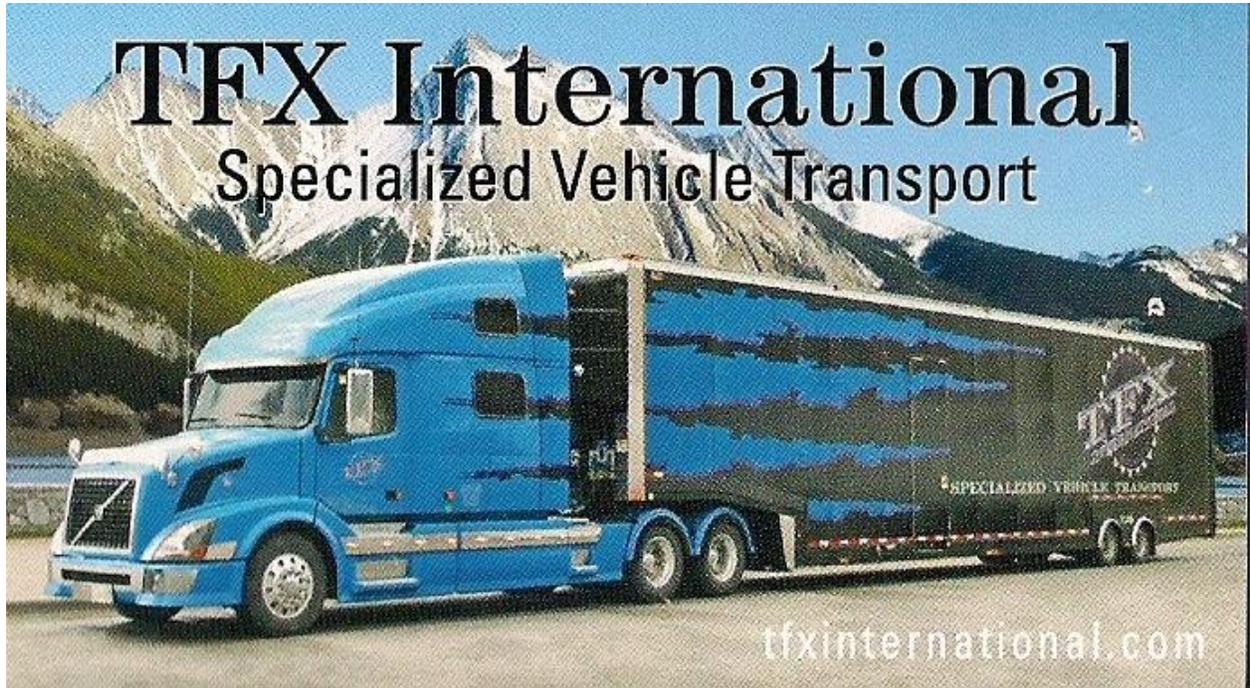
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*It's not too early to think about your toy purchases for COD's annual contribution to **Toy Mountain!***

All toys donated by COD Members to **Toy Mountain** are kept in Durham Region and distributed to families living in Durham!

COD members have been generous in past years and the Club has participated in **Toy Mountain** for a long time...so, this year, let's make **another huge pile** of toys and put smiles on children's faces this upcoming holiday season!

When purchasing toys, please note that what are needed most are toys for **Boys & Girls 10-13 and Boys & Girls 14-17**. But of course, toys will be gratefully accepted for all age groups!!

At our November 14th meeting (at **Amici's in Pickering**), you may bring your contributions of **new, unwrapped** toys. Ken has kindly offered to store them until **Toy Mountain** Night and promises not to play with them 😊.

Toy Mountain Night with CTV's Tom Brown will be **Monday December 17th** at **Pickering Town Centre**. It will be featured as part of the **6:00 pm** news broadcast, so please plan to be there **prior to 6:00 pm**.



WHAT IS QUAD-C and What Does It Do?

QUAD-C as you will hear it referred to is the Canadian Council of Corvette Clubs-Eastern Region, CCCC-ER. It was established in 1975 to bring together individual Corvette Clubs in the Eastern Provinces. Currently, there are thirteen Corvette clubs mostly within southern Ontario. Its primary goal is to bring the member Clubs together, to share the Corvette experience and promote all things Corvette.

Quad-C is governed by a council, made up of representatives from the various clubs and elects an executive from amongst those representatives. The representatives for COD are Steve Megill and myself.

Each member of COD is a member of QUAD-C. A portion of your annual membership is paid to QUAD-C.

Member clubs are urged to support other member clubs at their events throughout the summer. Each year, the clubs host various events in their local communities, called casual Corvette shows. Corvettes of Durham (COD) hosted the 18th annual Dreamvettes event this past June, at the Ontario Motor Sales dealership in Oshawa. This show is designed to host an all GM product with the main focus on Corvettes. COD uses this event to raise monies to support Lakeridge Cancer Centre.

These events are usually judged events, with trophies allotted for the winners in the various divisions.

1. Casual
2. Street Show and Shine (Closed Hood)
3. Concours Prepared (Open Hood)
4. Signature Concours

I encourage you to visit the QUAD-C website <https://www.quadceast.com> which provides detailed information on the requirements in each category, including the rules and judging sheets.

Lastly, there is a Corvette show participation series, whereby participants earn points for attending the various QUAD-C sponsored events. You don't need to show your Corvette to earn points, just attend. Check the website for more information!

Submitted by Brian Striemer
Co-Governor, COD

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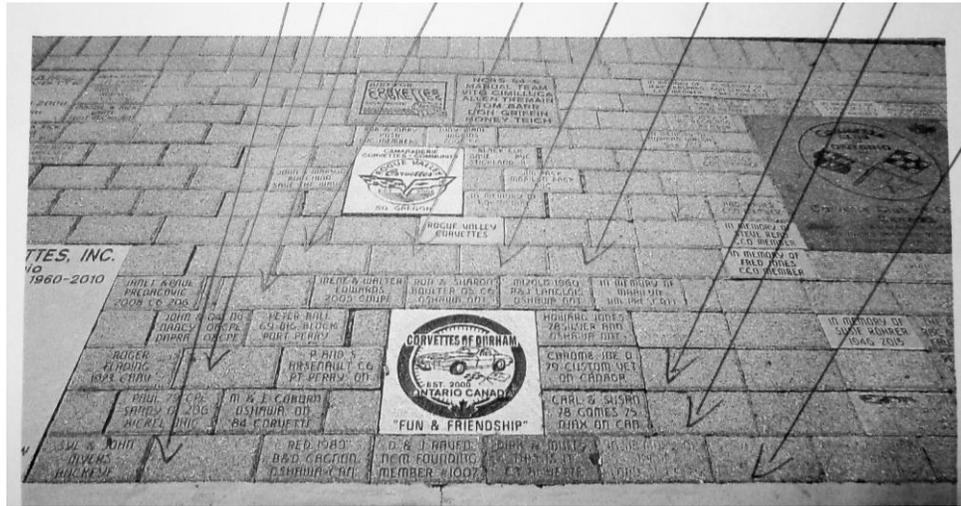
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National Corvette Museum Memorial Bricks



As most of you are aware, Corvettes of Durham has a Club Brick on the walkway of the National Corvette Museum in Bowling Green. It has been there for many years and several members have their names inscribed on bricks.

In addition, we have always remembered our members who are no longer with us and had their names inscribed on Memorial Bricks. Since next August is the 25th Anniversary of the National Corvette Museum, we would like to remember those members we've lost in the past couple of years.

We currently have more than 50% of the funds to purchase the Memorial Bricks for Brian Lindow, Randy Taylor, Rob Halverson, Ed Belczowski, Ralph Taylor and Paul Hoskin. If we have forgotten anyone please let us know.

The bricks are \$ 100 U.S. funds (for NCM members and \$ 125 U.S. for Non-Members). We have 10 spots available around our Club Brick. Therefore if anyone would like to purchase their own brick or donate to the Memorial Bricks please see either Sue Woodland or Jan Raven.

Thank you for your consideration in this matter and we would like to thank those who have already contributed to this touching tribute to our friends.

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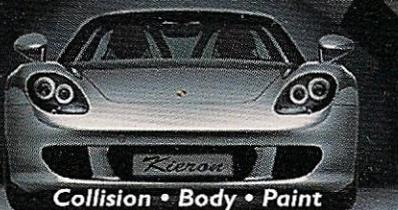
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Lisa and George Spiliotis

PROUD CORVETTE

The Halverson Corvette was thrilled to participate in the wedding of Anne's daughter Lisa to George Spiliotis. It had the honour of escorting the bride to the event and shone brightly for the many photographs!

Lisa's bouquet included one yellow rose in memory of the wonderful man who used to drive the Halverson Corvette. It was a beautiful event. Welcome to George, who is another Corvette lover!



Lisa with mom Anne Halverson

SILLY SWEATER PARTY 2018

Date: Sunday, December 16, 2018

Time: 2:30 p.m.

Place: Hops House, 121 Green Street, Whitby (upstairs)

Don't forget to wear all your Christmas Finery - Rudolph Noses,



Santa Hats,



Flashing Jewellery



and,

of course, your



Silly Sweaters.

There will be lots of pictures, prizes and a 50/50.

Order from the menu.

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November 2018

This month we're highlighting the updated and remodeled KidZone at the Museum. A ribbon cutting was held on Thursday, October 18 to celebrate the grand opening of the space designed to grow car enthusiasts from a very early age. Now, childhood memories and stories can be made at the National Corvette Museum in the newly remodeled [KidZone](#).

When developing the activities for this space, a different approach was taken – to be both educational and fun, so the life cycle of a car, and what it takes to bring a vehicle from an idea to reality was put into place. The Museum worked to incorporate aspects of the STEAM educational approach which focuses on science, technology, engineering, the arts and mathematics. The more hands-on activities offered, the better understanding kids will have of the concepts.

Children begin by sketching their ideas for a car, referencing the steps that car builders use, then use blocks and wheels to put together their own vehicle. Test drives down a series of ramps over a tactile, wavy path allows them to pretend they are a car being driven over different surfaces before climbing in a 'test car' to perform their own crash test. The [KidZone](#) also features a service station with a car you can change the tires, exhaust and air filter on, and a driver's license photo op. A mini street scene rounds out the exhibit complete with 1950s era Chevrolet pedal cars, with one being sponsored by Tri-City Corvette Club of Southeast Texas.



Initial funding for the KidZone was provided by the Bowling Green Area Convention and Visitors Bureau, and National Corvette Museum Lifetime Member Eugene Nagowski in memory of his late wife Patricia. Further funding support in the amount of \$10,000 was awarded by State Farm Insurance.



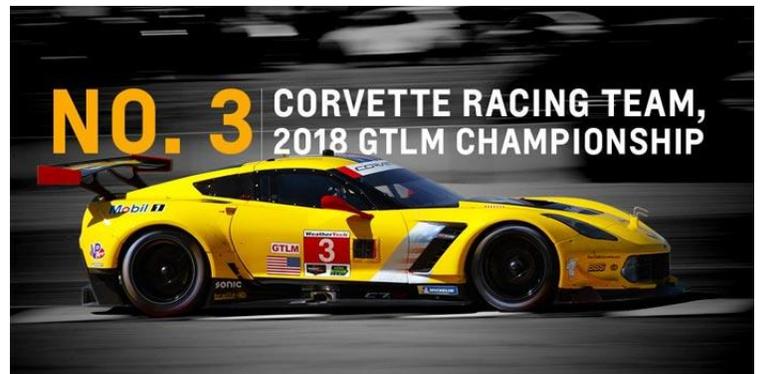
As you know by now, [Corvette Racing's](#) Antonio Garcia and Jan Magnussen won their second straight IMSA WeatherTech SportsCar

Championship GT Le Mans (GTLM) Driver title at Road Atlanta on October 13th and in true Corvette Racing fashion it was a team effort.

Oliver Gavin, Tommy Milner and Marcel Fässler placed second in class at Road Atlanta's 10-hour Petit Le Mans in the No. 4 Corvette C7.R to close Corvette Racing's 20th season of competition in IMSA. Garcia, Magnussen and Fässler co-drove the No. 3 C7.R Corvette to an eighth-place finish – a result good enough to secure the GTLM Driver and Team championships.

"Congratulations to Antonio, Jan and the No. 3 Corvette C7.R team on clinching the GTLM Driver Championship (*by six points (322-316) over the No. 67 Ford - Ed.*). This team never gave up all season to deliver our 12th Driver title for Corvette Racing over 20 seasons of competition," said Mark Reuss, GM Executive Vice President and President Global Product Group and Cadillac. "And congratulations to Corvette Racing and Pratt & Miller on their 13th Team Championship. They prepared a race car that delivered consistent performance and that great combination of power, durability and efficiency."

Both Corvettes showed race-winning pace throughout the day and into the night as both cars led multiple times in the 10 hours. Pit work ultimately proved to play a huge role.



Antonio Garcia & Jan Magnussen

Oliver Gavin, Marcel Fässler & Tommy Milner, 2nd place >>>.



[Corvette Racing](#) is now getting ready for their entry in the FIA World Endurance Championship race in Shanghai, China later this month.

Oliver Gavin and Tommy Milner will drive the single-entry No. 64 C7.R from Corvette Racing. The 6 Hours of Shanghai runs **November 16-18** at the 16-turn, 5.45-km Shanghai International Circuit. Gavin has raced at Shanghai previously in other series while this will be Tommy's first trip to China.

With Corvette Racing added to the official entry list, that brings the number of manufacturers to six in the LMGTE Pro class with a total of 11 cars on the entry list. Participants include Aston Martin, Ford, Ferrari, BMW, Porsche and now Chevrolet.

This is the seventh year with Shanghai on the WEC calendar. So far, Aston Martin, Porsche, and Ford have each taken two wins at the circuit.

The Corvette C7.R is there to help Chevrolet promote its new Redline Special Editions for the Chinese market. Redline was introduced at the 2015 SEMA Show and Chevrolet offers the special appearance package across its lineup of cars, trucks, and SUVs.

China is a growing market for Chevrolet and GM. Chevrolet announced it would introduce 20 new and refreshed vehicles in China by the end of 2020. Corvette has never been offered in the Chinese market, but that could change after it was learned that [GM has trademarked the Corvette ZORA name around the world](#), including China.





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From the Archives...

Third generation (C3 1968–1982)

The third generation Corvette, patterned after the [Mako Shark II](#) concept car, was introduced for the 1968 model year and was in production until 1982. C3 coupes featured the first use of [T-top](#) removable roof panels. It introduced monikers that were later revived, such as LT-1, ZR-1, Z07 and Collector Edition. In 1978, the Corvette's 25th anniversary was celebrated with a two-tone Silver Anniversary Edition and an Indy Pace Car replica edition of the C3. This was also the first time that a Corvette was used as a Pace Car for



1969 1969 Stingray coupe, T-top panels removed

the [Indianapolis 500](#). Engines and chassis components were mostly carried over from the C2, but the body and interior were new. The 350 cu in (5.7 L) engine replaced the old 327 cu in (5.36 L) as the base engine in 1969, but power remained at 300 bhp (224 kW). 1969 was the only year for a C3 to optionally offer either a factory installed side exhaust or normal rear exit with chrome tips. The all-aluminum ZL1 engine was also new for 1969; the special big-block engine was listed at 430-hp (320 kW), but was reported to produce 560 hp (420 kW) and propelled a ZL1 through the 1/4 mile in 10.89 seconds.



1973 Stingray coupe

There was an extended production run for the 1969 [model year](#) due a lengthy labour strike, which meant sales were down on the 1970 models, to 17,316. 1970 small-block power peaked with the optional high compression, high-revving LT-1 that produced 370 bhp (276 kW). The 427 big-block was enlarged to 454 cu in (7.44 L) with a 390 bhp (291 kW) rating. The ZR-1 special package was an option available on the 1970 through 1972 model years, and included the LT-1 engine combined with special racing equipment. Only 53 ZR-1's were built.

In 1971, to accommodate regular low-lead fuel with lower anti-knock properties, the engine compression ratios were lowered which resulted in reduced power ratings. The power rating for the 350 cu in (5.7 L) L48 base engine decreased from 300 to 270 horsepower and the optional special high performance LT1 engine decreased from 370 to 330 horsepower. The LS5 454 cu in (7.4 L) motor was carried over and produced 365 hp (272 kW). Offered in '71 only was the LS6 454 cu in (7.4 L) big-block featuring aluminum heads and delivering 425 hp (317 kW), highest of the 1970-72 series, and could be ordered with an automatic transmission. For the 1972 model year, GM moved

to the [SAE Net](#) measurement which resulted in further reduced, but more realistic, power ratings than the previous SAE Gross standard. Although the 1972 model's 350 cu in (5.7 L) horsepower was actually the same as that for the 1971 model year, the lower net horsepower numbers were used instead of gross horsepower. The L48 base engine was now rated at 200 bhp (150 kW) and the optional LT1 engine was now rated at 270 bhp (200 kW).



1974 models (*Stingray coupe at left, tail lamps at right*) had the last true dual exhaust system that was dropped on the 1975 models with the introduction of [catalytic converters](#) requiring the use of no-lead fuel. Engine power decreased with the base ZQ3 engine producing 165 bhp



(123 kW), the optional L82's output 205 bhp (153 kW), while the 454 big-block engine was discontinued. Gradual power increases after 1975 peaked with the 1980 model's optional L82 producing 230 bhp (172 kW). The 1981 L82 had 190 bhp (142 kW) and the 1982 L82 had 200 bhp (149 kW).

Styling changed subtly throughout the generation until 1978 for the car's 25th anniversary. The Sting Ray nameplate was not used on the 1968 model, but Chevrolet still referred to the Corvette as a Sting Ray; however, the 1969 (through 1976) models used the "[Stingray](#)" name as one word, without the space. In 1970, the body design was updated including fender flares, and interiors were refined, which included redesigned seats, and indication lights near the gear shift that were an early use of fiber optics . Due to government regulation, the 1973 Corvette's chrome front [bumper](#) was changed to a 5-mile-per-hour (8 km/h)



system with a [urethane](#) bumper cover. 1973 Corvettes

are unique in that sense, as they are the only year where the front bumper was polyurethane and the rear retained the chrome two-piece bumper set. 1973 was also the last year chrome bumpers were used. The optional wire-spoked wheel covers were offered for the last time in 1973. Only 45 Z07 were built in 1973. From 1974 onwards both the front and rear bumpers were polyurethane.

In 1974, a 5-mile-per-hour (8 km/h) rear bumper system with a two-piece, tapering urethane bumper cover replaced the [Kamm-tail](#) and chrome bumper blades, and matched the new front design from the previous year. 1975 was the last year for the convertible, (which did not return for 11 years) and [Dave McLellan](#) succeeded [Zora Arkus-Duntov](#) as the Corvette's Chief Engineer. For the 1976 models the fiberglass floor

was replaced with steel panels to provide protection from the [catalytic converter's](#) high [operating temperature](#). For 15 model years the names Corvette, Sting Ray, and Stingray were synonymous. 1977 was last year the tunneled roof treatment with vertical back window was used, in addition leather seats were available at no additional cost for the first time. The black exterior colour returned after a six-year absence.

The 1978 25th Anniversary model introduced the [fastback](#) glass rear window and featured a new interior and dashboard. Corvette's 25th anniversary was celebrated with the Indy 500 Pace Car limited edition and a Silver Anniversary model featuring silver over gray lower body paint. All 1979 models featured the previous year's pace car seats and offered the front and rear [spoilers](#) as optional equipment. 53,807 were produced for the model year, making 1979 the peak production year for all versions of the Corvette.



1978 Indy 500 Pace Car Edition

Sales have trended downward since then. In 1980, the Corvette received an integrated [aerodynamic](#) redesign that resulted in a significant reduction in [drag](#). After several years of weight increases, 1980 Corvettes were lighter as engineers trimmed both body and chassis weight. In mid-1981, production shifted from [St. Louis, Missouri](#) to [Bowling Green, Kentucky](#) (where all subsequent Corvette generations have been built) and several two-tone paint options were offered. The 1981 models were the last available with a manual transmission until well into the 1984 production run. In 1982, a fuel-injected engine returned, and a final C3 tribute Collectors Edition featured an exclusive, opening rear window hatch.

| | | | |
|------|--------|---|-----------|
| 1968 | 28,566 | Third generation (C3) begins; New body and T-top removable roof panels, new interior, engines carried over, three-speed Turbo Hydra-matic replaces two-speed Powerglide as automatic transmission option. | C3 |
| 1969 | 38,762 | First year of the 350 cu in (5.7 L) Small-Block ; longer model year extended to December, 1969 due to delay in introduction of 1970 model; "Stingray" front fender nameplates added, new interior door panels and inserts, 17-inch black-vinyl steering wheel (replaced 18-inch wood-rim wheel). | |
| 1970 | 17,316 | First year for the LT-1 Small-Block and 454 cu in (7.44 L) Big-Block ; three-speed manual transmission dropped and four-speed manual became standard with Turbo Hydra-matic available as no-cost option with all engines except LT-1 350; posi-traction made standard equipment; introduced along with the second-generation Chevrolet Camaro on Feb. 26, 1970, new egg-grate | |

| | | |
|------|--------|---|
| | | metal front grills and fender grills, lower molded fender flares, new hi-back seats and interior trim, new custom interior option includes: leather seat trim, cut-pile carpeting, lower-carpeted door panels and wood-grain accents. |
| 1971 | 21,801 | Significant power drops due to reduced compression ratios to meet GM corporate edict requiring all engines to run low-octane unleaded gasoline; power ratings based on both "gross" and "net" figures with the former based on engine hooked to dynamometer while "net" ratings based on power as installed in vehicle with accessories and emission controls installed. |
| 1972 | 27,004 | Power ratings now advertised in SAE net figures, last year for LT-1 engine, front and rear chrome bumpers, removable rear window, and windshield wiper door. |
| 1973 | 30,464 | 5 mph (8.0 km/h) front bumper system with urethane cover, pot-metal front grills (black with silver edges), chrome rear bumpers unchanged, new design front fender ducts, first year for radial tires (standard equipment), rubber body mounts, new hood with rear air induction and under-hood insulation, new front-end (round) emblem. cross-flag gas-lid emblem deleted towards the end of the model year. |
| 1974 | 37,502 | 5 mph (8.0 km/h) rear bumper system with urethane cover to match previous year's front bumper, new recessed tail lamps and down-turned tail-pipes. 1974 is the only year with two piece rear bumper cover with center-split. No gas lid emblem was used. Aluminum front grills (all-black), dual exhaust resonators added, revised radiator cooling and interior a/c ducts, integrated seat /shoulder belts in coupe. Last year for true dual exhaust system, last year for the 454 big-block engine in a Corvette, which was the 270 hp LS4. |
| 1975 | 38,465 | First year of Catalytic converter and single-exhaust, black (painted) bumper pads front and rear, redesigned inner-bumper systems and one-piece rear bumper cover, plastic front grills (all-black), amber parking lamp lenses (replaced the clear lenses on 1973–1974) new emblems, last year of C3 convertible. The biggest engine was the L82 350 with 205 hp, down from 245 hp in 1974. (The Chevrolet Laguna S-3 began the year with a 215 hp 454 but that engine was replaced by a 215 hp 400.) |

| | | |
|------|--------|--|
| 1976 | 46,558 | First-year for steel floor-panels, cold-air induction dropped, new aluminum alloy wheels option, new one-piece rear "Corvette" nameplate (replaces letters). The L82 350 had 210 hp. |
| 1977 | 49,213 | Last year of 1968 flat rear glass design, Black exterior available (last year-1969), new design ""Corvette flags" front end and fender emblems. New interior console and gauges, universal GM radios. The biggest engine was the L82 350 with 210 hp. |
| 1978 | 46,776 | 25th Anniversary, new fastback rear window, Silver Anniversary and Indy 500 Pace Car special editions. Pace-car included sport seats and spoilers-front and rear, limited option-glass t-tops; redesigned interior, dash, instruments. The biggest engine was the L82 350 with 220 hp. |
| 1979 | 53,807 | Sport seats (from the previous year's pace-car); front and rear spoilers optional, glass t-tops optional; new interior comfort features; highest Corvette sales year to date. L82 had 225 hp. |
| 1980 | 40,614 | Lightened materials, new hood, front end with molded spoilers, rear bumper cover with molded spoiler and new tail lamps, US Federal government required 85 mph (137 km/h) speedometer; California cars powered by 305 V8 and automatic transmission for this year only; last year for L-82 350 with 230 hp. (n/a with manual transmission) |
| 1981 | 40,606 | Production is switched from St. Louis to new Bowling Green plant; 350 cu in (5.7 L) V8 returns in California cars, last year for manual transmission. The biggest engine was the L81 350 with 190 hp. |
| 1982 | 25,407 | New cross-fire fuel-injected L83 350 with 200 hp. New automatic overdrive transmission. Collector's Edition features exclusive hatch rear window – is one fourth of production. |

[From the Archives](#) will return in January 2019.



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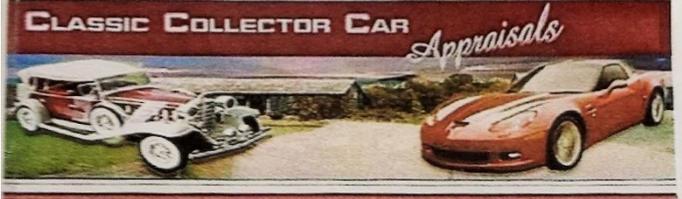


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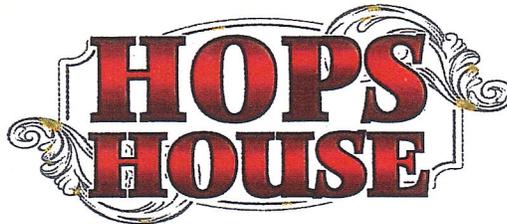
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2018 Calendar of Events

| DATE | EVENT | CONTACT | LOCATION | TIME |
|-------------|--------------------------------------|------------|---|--|
| Nov 21 | General Meeting | Ken Gordon | Amici's Trattoria, 1305 Pickering Pkwy, Pickering | 5:30 pm supper 7:30 pm meeting |
| Dec 8 | Christmas Dinner/Dance | Jan Raven | Oshawa Shrine Club (see flyer) 1626 Simcoe Street N. | 5:30 pm – 1:00 am |
| Dec 16 | Silly Sweater Party | Jan Raven | Venue TBA | TBA |
| Dec 17 | CTV's Toy Mountain with Ken Brown | Ken Gordon | Pickering Town Centre | PLS BE THERE PRIOR TO 6:00 pm |
| 2019 | | | | |
| Jan 16 | General Meeting | Ken Gordon | Amici's Trattoria, 1305 Pickering Pkwy, Pickering | 5:30 pm supper 7:30 pm meeting |

GREEN – CCCC Event

BLACK – COD Event

RED – General Information

Some COD members have been enjoying warm weather and different scenery:



Margaret & Richard Chute visited western <<< New Mexico (that's sand, not snow) and Roswell >>>



Meanwhile, Ron & Jann Langlois are RV'ing through the US. Here, they're in Winslow Arizona.

