



NEWSLETTER
January-February 2011





Jan./Feb. 2011 A Newsletter for Corvette Enthusiasts 80 Members
www.scottsdalecorvetteclub.com Dorinne Dobson, Newsletter Editor
ddobson58@cox.net



In this issue...

***Trip to Holiday Party,
Toy Run, Walter's High
Performance Driving
Experience at
Bondurant, Corvette
Tech, Previews of
Coming Events, And
Much More...***

Meetings:
SCC meets the 2nd
Wednesday of each month
at 6:30 PM for a dinner
meeting.

Meetings are held at:
Gainey Ranch Golf Club,
Ballroom C
7600 Gainey Club Drive
Scottsdale, AZ

Proudly sponsored by
Van Chevrolet
8585 E. Frank Lloyd Wright Blvd.
Scottsdale, AZ 85260
(480) 991-8300
www.vanchevrolet.com

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Scottsdale Corvette Club Mission Statement

To enhance the experience of Corvette ownership through the support system and fellowship of its members. This is achieved in an interactive social environment of monthly meetings, activities, road tours and a newsletter. This forum invites the sharing of experiences, knowledge and fun, while creating an atmosphere that perpetuates the leadership position of America's only true sports car. All that is asked of its members is professionalism, integrity, personal ethics, and a love of the Corvette.

2011 Board of Directors

President

Manny Siprut (480) 361-5706 mannysip@aol.com

Vice President/Treasurer

Ken Harder (480) 585-3359 kricharder51@cox.net

Activities Director

Walter Juessen (480) 483-7886 juessen@aol.com

Governor

Chuck Weschler (602) 795-8254 cjweschler@cox.net

Membership Director

Mark Bales (480) 471-7365 wmbales@gorvw.net

Secretary

Mike Cassel (480) 563-2598 mcassel@wickpilcherins.com

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SCC Birthdays!

January

Bonnie Bulfer - Jan. 6
Kathy Gash - Jan. 12
Lloyd Benner - Jan. 22



February

Dick Gutherless - Feb. 1
Tom Georgiou - Feb. 2
Sandra Hebert - Feb. 3
Jim Dobson - Feb. 13
Lonnie Schaffroth - Feb. 17
John Barrett - Feb. 19
Christine Bidwell - Feb. 22
Ken Brown - Feb. 28





New Cruisers

Jere and Christine Pallister
and their 2011 Black Grand Sport Coupe
(See photo of the car below - click on the
rearview mirror to see a clearer shot)

WELCOME TO SCOTTSDALE CORVETTE CLUB!



**SCC MEN!
SAVE THE DATE!**

**THIRD WEDNESDAY
EACH MONTH!
POKER NIGHT FOR
SCC MEN!
WATCH YOUR EMAIL
FOR DETAILS!**



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Coming Events!

January 12th - Club Dinner Meeting
January 15th - Mystery Trip
January 19th - Vette Vixens Dinner - Men's Poker Night
January 26th - Board Meeting

February 9th - Club Dinner Meeting **AT VAN CHEVROLET**
February 16th - Vette Vixens Dinner - Men's Poker Night
February 19th - Arizona Wings Museum in Mesa
February 23rd - Board Meeting

March 9th - Club Dinner Meeting
March 16th - Vette Vixens Dinner - Men's Poker Night
March 11-13th - Trip to Lake Havasu
March 23rd - Board Meeting moved to APRIL 6
March 26th - Ethnic Epicurean Dinner - Polish Night at Runyons'

April 6 - March Board Meeting
April 10th - Copperstate Classic Car Show
April 13th - Club Dinner Meeting
April 16th - Trip to Fort Apache
April 20th - Vette Vixens Dinner - Men's Poker Night
April 27th - Board Meeting

We have included the Board Meeting dates in case you have a topic you would like the Board to discuss. Just let us know prior to any of the Board Meetings.

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Chuck



Ken



Manny

YOUR 2011 SCOTTSDALE CORVETTE CLUB BOARD OF DIRECTORS



Mark



Mike



Walter



FROM THE DRIVER'S SEAT

By Manny Siprut

It's hard to believe that 2010 has concluded and we are already into 2011.....what a fast year! This also concludes my first term as Club president, and your Board has recently re-appointed me for another year. I want to take this opportunity to thank all of my fellow 2010 Board members for helping me and the Club throughout the year because without them we wouldn't have a Club: Ken Harder; Dorinne Dobson; Chuck Weschler; Mark Bales; John Barrett; Ben Walker; and especially, our hardest working Board member, Walter Juessen, our activities director.

From the Driver's Seat

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For 2011, the Board positions have been filled as follows: Manny Siprut, president; Ken Harder, VP and Treasurer; Mike Cassel, secretary; Mark Bales, membership; Chuck Weschler, governor; and Walter Juessen, activities.

Looking back over 2010 I take pride in some of our accomplishments: revised and approved amendments to our SCC By-Laws; introduced a new electronic membership survey; refurbished the SCC apartment at the Ronald McDonald House; began a monthly dinner "speaker series;" continued the Vette Vixen's dinners and began monthly Men's Night Out (typically poker), and upgraded our SCC Website. A very productive year!

I have some great memories of our Club activities in 2010. In addition to our monthly dinner meetings, there was a house party at the Trayte's (January); the Mystery Mansion Dinner and Show (February); Epicurean Dinner (March); the drive and lunch at Tortilla Flats (April); the drive and Wine Tour in southern AZ (May); our exciting drive to Mt Graham (August); the Prescott Vette Show weekend (September); the Greek Dinner (September); the Ghost Rider's Vette Show in Tucson and Bisbee wee-

From the Driver's Seat

kend (October); day trip and cruise at Canyon Lake (October); and in December, our annual Holiday Party at Grayhawk, and the Toy Run followed by a House Party at the Juessen's. A very exciting year.

And once again Walter has put together another exciting Activities Calendar for this year. I hope that most of you will be able to join us for another exciting year of adventures.

We also plan to put together another electronic Survey to measure our member's satisfaction with their membership and the activities the Club is offering. I would encourage all of you to participate so we get an accurate reading.

I also want to remind our members that we are always on the look-out for additional Board member participants. So if you have an interest, please let me or any other Board member know of your interest.



From the Driver's Seat

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In terms of upcoming events, the Club will once again be hosting the February Dinner Meeting at Van Chevrolet, our sponsor. Historically this has been our best attended monthly meeting and we are again anticipating another strong turnout.

Dawn and I would like to wish all of you a very prosperous, healthy, and enjoyable New Year for 2011.

Manny

VETTE VIXENS NEWS

Vette Vixens has new leadership for 2011. Dawn Siprut and Fran Harder are taking over the leadership of our "girls' night out" dinner group. Thanks to Sandi Weschler and Sue Kulczycki for the last two years of outstanding dining experiences!

The next Vette Vixens dinner is scheduled for Wednesday, January 19th. All you SCC gals, watch your emails for the restaurant choice, and be sure to make your reservations for this fun night out.



Editor's Corner

January 2011! Another year of great Corvette activities planned for SCC members! We have a number of new members, and I'm pleased to be able to say, they seem to be very enthusiastic about participating in our events. Walter tells me that we have forty people participating in the January Mystery Trip on January 15th! That's got to be 19 or 20 Corvettes! Wow! Let's keep this kind of participation going all year long!

January is the month of the collector car auctions in the Phoenix area, and I know we'll all be looking forward to going out and seeing all the great cars. If you are interested in seeing some interesting cars and don't want to take in the auctions, the car show at the Pavillions at Indian Bend and Pima on Saturday nights is always full of cars that may not be in the auctions but that people bring out to show and perhaps sell because of the increased traffic during the auctions.

I hope you all recognize Mark Bales' photographic genius in taking all the photographs you see in

Editor's Corner

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this newsletter, including the cover shot of his own 2010 GS. He always comes through with great photos of all the events. And then he tops that by writing a technical article, like the one on the dead battery syndrome (see page 39). THANK YOU, MARK, for your contributions of time, effort and talent. Without Mark, we would not have a newsletter.

I also want to thank Michael Bulfer for sending me early on the action photos of Walter's driving experience at Bondurant. Without Michael's nudge, I might not have known about this or have thought to ask Walter for an interview on the whole high performance driving experience (see page 59). Thanks also to Walter and Michele for taking the time to sit down with Jim and me for the interview.

I hope you enjoy this newsletter. Please keep in mind that I depend on you, the members, to contribute ideas, photographs, comments, anything you think of, to make this newsletter interesting and responsive to the needs of the Club members.

Dorinne

JANUARY AUTO AUCTIONS IN THE PHOENIX AREA

Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™

SCOTTSDALE
AT
WESTWORLD OF SCOTTSDALE
JANUARY 17-23, 2011

Here's the link to see the schedule of events:
[http://www.barrett-jackson.com/
events/scottsdale/schedule/](http://www.barrett-jackson.com/events/scottsdale/schedule/)

RUSSO AND STEELE

COLLECTOR AUTOMOBILE AUCTIONS

**11th Annual "Sports & Muscle in
Scottsdale"**

January 19 - 23, 2011

**Intersection of Scottsdale Road and
101 Loop Freeway in North Scottsdale**

Click on the following link for the schedule of
events at this year's auction: [http://
www.russoandsteele.com/lifestyle_events.html](http://www.russoandsteele.com/lifestyle_events.html)

GOODING & COMPANY THE SCOTTSDALE AUCTION

Friday and Saturday, January 21 and 22
Corner of Camelback and North 68th Street
adjacent to Scottsdale Fashion Square

To get information on viewing the cars and the auction, click
on the link: <http://www.goodingco.com/main.html>

Silver AUCTIONS



For more details, the web site is [http://
www.silverauctions.com/](http://www.silverauctions.com/)



RM Auctions took over Kruse Auctions
January 20-21, 2011
Arizona Biltmore Resort & Spa
Phoenix, AZ

Go to <http://www.rmauctions.com/PressRelease.cfm?PressID=507>
for more information

THE C7 CORVETTE?

Check out the photos of what purports to be the design concept for the 2013 C7 Corvette on the two following links:

www.leftlanenews.com/photos/chevrolet-corvette-c7-picture-1.html

www.leftlanenews.com/photos/chevrolet-corvette-c7-picture-2-0.html

To me, it looks suspiciously like the concept that purported to be the 2011 Corvette that was going around a year or so ago. What do you think?



WHAT IS IT?

Hugh Anderson emailed this photo to the editor, with the following explanation:

"Mark Bales made it for a Vette party years ago. It is a C5 exhaust system painted RED WHITE AND BLUE. He was going to toss it and offered it instead to Club members. So I hung it in my studio and put the American flag in the middle."



HOLIDAY PARTY AT GAINES RANCH GOLF CLUB - 2010

PHOTOS BY
MARK BALES

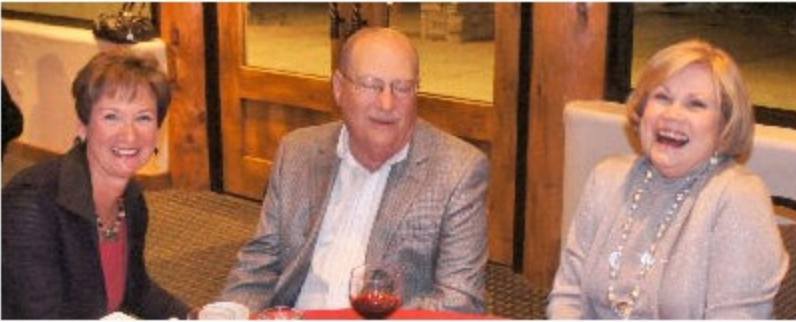
COCKTAILS

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DINNER





DANCING TO BADASS, THE BAND



Holiday Party

I could have danced all night....





Dancing' the night away....



Ben's got another fur coat!

PHOTO GALLERY OF BEAUTIFUL PEOPLE







CORVETTE TECH



OH, NOOO! DBS!

By Mark Bales

Last week I decided to clean up my Corvette and install a Christmas present. That's when it hit. The dreaded "DBS" I had read about on corvetteforum.com. My Grand Sport is only eight months old, with 8700 miles. How could "DBS" happen to me?

You are asking, "What is DBS?" It is an affliction that has plagued several thousand Corvette C6's since 2005. Dead Battery Syndrome. It began with the requirement that 2005 manual transmission cars had to be parked with the gear shift in reverse, or the battery would drain. No, not a quality issue. GM built them that way. Most new owners didn't pay attention to the owner's manual.

Corvette Tech - Oh NOOO! DBS!

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Late in the '05 production run, GM upgraded the software, and manual transmissions were no longer required to be parked in reverse. I had a 2006 six speed, and never had a problem, although my battery lasted less than two years. Didn't think much about it. Living in Arizona, batteries are usually toast after two or three years.

So, less than a year old, with only 8700 miles on the clock, how could I have DBS? I decided to scour corvetteforum.com for the answer. And what did I find out? No one is really sure. It happens less frequently than with the 2005 manual tranny car, but at a rate much higher than your average daily driver. The C6 is a battery eater. Even GM knows it. For 2011 they offered a "battery protection package," a built in battery tender.

All was not lost. I did learn a few things, and the possible culprit that killed my battery. For example, I mentioned "daily driver." For many of us, the Corvette is a second car used primarily for pleasure. Mine might sit in the garage for four to five days. While it's sitting there, it is drawing from the battery. Estimates and some tests indicate a draw of 11 to 50 milliamps, which is considered normal. Lots of little electronic gizmos continue even when car is

off. However, some owners are seeing spikes of 80 to 125 milliamps. At 80 milliamps you lose 2 amp hours of capacity from the battery every day.

I also learned that if the car sits for over a week, it takes thirty minutes of run time to replace the energy lost sitting and starting. Even frequent but short trips will speed the battery to an early death. If a battery isn't fully charged between cycles, it sulfates, negatively affecting the performance and longevity. In addition, the C6 battery is small compared to most car/SUV batteries. GM engineers admit that if the C6 is not driven in one to four weeks, the battery life is substantially diminished (or dead!).

Likely the above contributed to my battery's early demise, but also found what may be an additional cause. My M2W. For those of you who aren't familiar with the NPP option offered beginning with the 2008, it is a dual mode exhaust. Computer controlled butterflies open at 3500 RPM reducing back pressure, giving more growl and 6 HP. An ingenious basement inventor came up with a switch allowing the flaps to be opened at any RPM. You can drive around all day, loud! It is referred to as the Mild 2Wild control.

I learned that if you leave the M2W in the "closed" position, it draws more current from the battery. You may ask, "But if the factory setting is closed, why the drain?" Apparently the M2W intervenes and must force the flaps to stay closed. When left "open" at rest, no drain.

In summary, the dreaded Dead Battery Syndrome is still somewhat of a mystery to C6 owners; however a few things are clear: Short, infrequent trips will lead to an early demise, and if you have M2W, leave the exhausts in the "open" position when you park your baby for more than a few days.

Oh, one more thing... A battery tender. If GM is offering as an option, they must know something. I bought one!





SCOTTSDALE CORVETTE CLUB'S 2010 TOY RUN TO VAN CHEVROLET

A PICTORIAL ESSAY OF PHOTOS BY MARK BALES



Above, Photographer Mark as Santa Claus and the chimney at the old Jillie's Grill

Left, the Toys donated by SCC and its members



Van GM Chuck Mullins, the Marine and Manny



Jere and Christine and one of several Santas



After dropping off the toys and visiting with Van Chevrolet personnel, we all headed to Walter and Michele's home to party.



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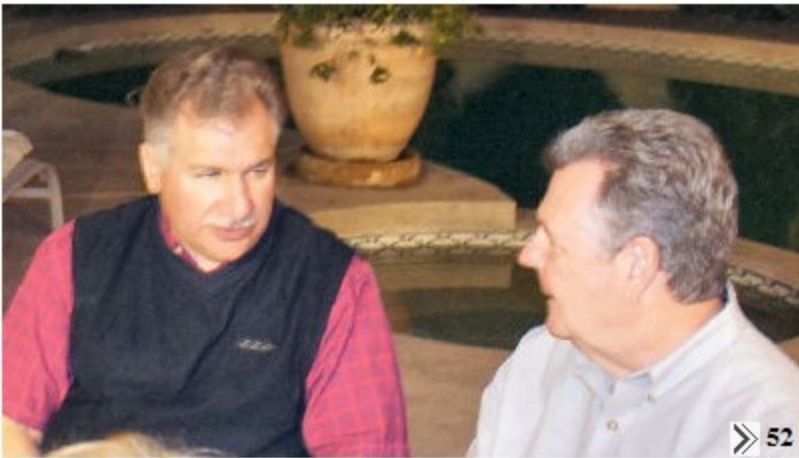


We had lots of great food - catered by Chompie's.

Isn't it great to be able to party outside in shirtsleeves in December?



Toy Run



Toy Run



We were all admiring Chuck's silver-studded belt, and Walter went and got his hat with the silver studs. So we have a matched pair of studs, right?



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Thanks to all the Club members who participated in the Toy Run this year - I think it was the Club's biggest turnout ever!



Thanks to Gary Gash for arranging the catering of the party food by Chompies. And the biggest thank you of all goes to Walter and Michele for hosting the party.



***SCC WOMEN!
SAVE THE DATE!***

***THE THIRD WEDNESDAY OF
EACH MONTH THE VETTE VIXENS MEET
FOR COCKTAILS AND DINNER
DRIVE YOUR VETTE OR NOT***

***WATCH YOUR EMAIL FOR
DETAILS ON THE NOVEMBER DINNER***



**DON'T FORGET THE MEMBER'S
DRAWING AT THE MONTHLY
DINNER MEETINGS!**

**AARON BERKOWITZ'S NAME
WAS DRAWN FOR \$25 AT THE
NOVEMBER MEETING! HE
WASN'T THERE! YOU MUST BE
PRESENT TO WIN THE \$50
PRIZE AT THE JAN. MEETING!**

ATTENTION ALL SCC MEMBERS!

WEAR YOUR SCC NAME BADGES!

We have quite a few new members, and several of them have requested that we all wear our Club name badges when we are together. It makes it so much easier for everyone to get acquainted and remember names.

SAVE THE DATE!

FIRST SATURDAY EVERY MONTH!

*Impromptu Car Show at Coffee Bean & Tea Leaf at Gainey Ranch Shops,
8877 Noroth Scottsdale Road*

All kinds of exotic cars in the parking lot for a drive-up car show.

In the summer the cars arrive fairly early in the morning - 8:00 or earlier. In the cooler months at 9:00.

SEE YOU THERE ON FEB. 5TH?

Thank You, Thank You,

A great big THANK YOU to all who contributed articles, photographs and/or other items of interest to this issue of the Newsletter! They are:

Hugh Anderson

Mark Bales

Michael Bulfer

Jim Dobson

Walter & Michael Juessen

Jere Pallister

Manny Siprut





WALTER'S HIGH PERFORMANCE DRIVING EXPERIENCE AT BONDURANT

**Story from Interview of Walter by Dorinne Dobson
Photos by Mark Bales and Michael Bulfer**



We sat down with Walter and Michele Juessen the other day. I wanted to hear all about Walter's experience at the Bondurant High Performance Driving School (pictured above). As most of you know, Walter and Michele purchased a 2010 ZR1 last year, and as part of the purchase, GM treats the new owner/driver to a two-day driving course at Bondurant. Walter wanted to see what the car was capable of doing, and looked forward to finding out using Bondurant's ZR1 instead of his own. He says the folks at Bondurant really put him through the paces. In Walter's class there were: 1 Z06, 2 ZR1s, 2 or 3 regular Corvettes, and several Cadillacs for limousine drivers and others who were more interested in how to drive safely than in performance driving.

The first round of driving was a "thrill ride" in a van around the course to show the participants the basic layout of the course. Walter thought the instructor was showing off his own driving skills, while trying to show the students what you can do in a vehicle if you know what you're doing and you know your vehicle. Walter says he would never drive a van that way.

Walter drove the Cyber gray ZR1 you'll see in the photos. The other ZR1 driver in the class was a 24-year-old girl, who Walter thought would be no competition. In a lead-and-follow exercise, Walter and the other ZR1 followed the pace car around the track. During the round where the girl was behind the pace car and Walter was behind her, Walter was surpri-

Walter's Bondurant Driving Experience

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This is the van where Walter got his thrill ride sed to find he had trouble keeping up with her. When they reversed positions with Walter first behind the pace car and the girl following, she was right on his bumper all the way. Walter concluded that the girl was a better driver than he anticipated.



They then started with a simple slalom to get the feel of the car, with instruction in line techniques (how to take turns) and heel-toe down shifting.

In one exercise the one-lane road split into three lanes with three signal lights, all green. The car is traveling at 60-70 mph, and the driver does not know which light is going to turn red. If the right light turns, the driver must make a split-second right turn and immediately stop.

The skid control session was conducted in a Cadillac CTS with "training wheels" (see photo below). Walter says you would not need these maneuvers in a Corvette - the Corvette could handle it quite nicely without the training wheels.



During emergency change of lane situations, some cars made 360 degree turns to avoid the catastrophe. Walter did the straight line emergency stop, traveling 60-70 mph, with no skidding or sliding - stopped it on a dime.

Walter managed to win the autocross, beating the 24-year-old girl by one-tenth of a second, with the others farther back by as much as a second and a half.

Walter's Bondurant Driving Experience

Here are some of Michael Bulfer's action shots of Walter doing right-hand turns and speed braking:

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Driving on the Bondurant race track, there is a straightaway that is a little over a quarter mile. Walter said he never made it into fourth gear on the straightaway, but the instructor did make it into fourth gear there.

The exercise in launch control was interesting. To do this, you turn off the traction control, turn the sport knob + or - and the Performance Traction Management system display



Walter's Bondurant Driving Experience

comes up that allows the driver to select from five modes (Wet, Dry, Sport with Active Handling, Sport without Active Handling, Race) that optimize power delivery for specific conditions. Walter tried "wet" first. He put it into first gear, kept the clutch depressed, hit the throttle to 6000+ rpm, then back to 4000 rpm, immediately released clutch, shifted to 2nd and the car went like a rocket. For racing launch control gives you a nice fast start.



Walter says the two-day course was grueling. He was learning and driving from 8:30 to noon and from 1:30 to 5:00 both days. The first day he felt cautious - it was not his car. But he found that the car can take a lot of punishment. He learned a lot, and he never had the feeling of being unsafe or that he had done something stupid. Both instructors he had were very professional and made the classes fun and interesting.

When we asked him if he thought he was a better driver now, Walter said he definitely learned some things to make him a better driver. He said you really feel the raw power and what the car can do, and it's their car!

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As an aside, Walter has been practicing his driving skills on Highway 89 driving up Yarnell Hill and the twisty stretch into Prescott.

Jim reminded me of the last time we interviewed Walter - a couple of years ago. And one of the comments that he made: "In my next life, I want to be a race car driver." We think Walter is on the road to achieving his dream in this life.

Dorinne





BOOK REVIEW

By Dorinne Dobson

CROOKED LETTER, CROOKED LETTER

By Tom Franklin

When you were a kid, do you remember spelling Mississippi this way: M-I crooked letter, crooked letter I crooked letter, crooked letter I hump-back, hump-back I? Well, in the front piece of this book, it is inscribed, "How southern children are taught to spell Mississippi." Having been born and raised in Iowa, I'm not sure this statement is true, but it nevertheless makes an interesting premise for this novel that takes place in rural Mississippi.

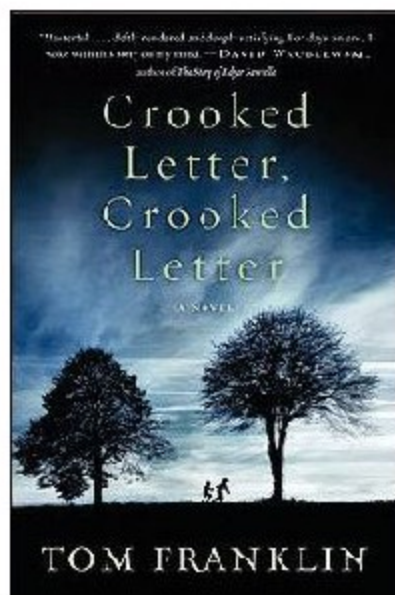
In the late 1970's, Larry Ott and Silas Jones were boyhood pals. Their worlds were as different as night and day: Larry, the child of lower-middle-class white parents, and Silas, the son of a poor, single black mother. Yet for a few months the boys stepped outside of their circumstances and shared a special bond. Not only were their circumstances different, however. Larry was a book-loving, asthmatic kid who knew a lot about snakes and nothing about sports, while Silas was a star athlete. Tragedy struck when Larry, on the only date he ever had, took a girl to a drive-in movie, and she was never heard from again. She was never found and Larry never confessed, but all eyes rested on him as the

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culprit. The incident shook the county—and perhaps Silas most of all. His friendship with Larry was broken, and then Silas left town.

More than twenty years have passed. Larry runs his father's garage but never has any customers. He lives a solitary existence, never able to rise above the whispers of suspicion. Silas has returned to the community as a constable. He and Larry have no reason to cross paths until another girl disappears and Larry is blamed again. And now the two men who once called each other friend are forced to confront the past they've buried and ignored for decades.

This is a book you won't be able to put down once you start reading it.





On February 19th, our Club event is a trip to the Arizona Wing of the Commemorative Air Force Museum, located at Falcon Field in Mesa.

The star of the show at the Museum is the B-17G Flying Fortress, which has been named "Sentimental Journey."

Club member Aaron Berkowitz is a member of the Arizona Wing and suggested this tour of the Museum as a Club event.



Be sure to mark your calendars to attend this tour of the Arizona Wing museum. It's sure to be a memorable experience. Walter will be sending out more information on times and details soon.



On April 15-17, 2011, Corvettes of Bakersfield is hosting its 16th Annual Gamblers Classic in Laughlin, Nevada. The event takes place at the Riverside Hotel & Casino and has special room rates of \$52 per night on Friday and Saturday nights, \$32 for Sunday through Thursday (if you want to go early or stay after the event is over). They offer a dinner show at the Riverside Resort (to first 450 cars registered), a poker run, a car show and an awards ceremony. Jim and I went with some SCC members a number of years ago, and it was a fun weekend. It's a great opportunity to see a lot of Corvettes - see photo on next page.

Here is a link to get more information on this event: http://corvettesofbakersfield.org/index.php?module=pagemaster&PAGE_user_op=view_page&PAGE_id=8&MMN_position=62:62

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The cost of the event is \$170 per couple, \$120 per single. This does not include the hotel, for which rates are quoted on the prior page.

If you are interested in going to this event, check out the website and register. Let Walter Juessen know if you are going, as there may be other Club members going. While this is not a Club-sponsored event, it would be good, if there are several cars going, to go together, or to get together while there.

Dorinne



EVENTS OF INTEREST IN THE ROADRUNNER REGION OF NCCC

February 6

Arizona Competition Corvettes

Two Low-Speed Autocrosses

Tempe Diablo Stadium

Contact Paul Hamersly LT4CE@YAHOO.COM

Check website for more info: AZCOMPVETTES.ORG

February 13

Desert Corvette Association

18th Annual Sweetheart Car Show

Chapman Chevrolet, McClintock & Baseline, Tempe

Contact Gil Fidler - 602-329-9313

April 16

Corvette Club of Arizona

People's Choice Car Show

No details currently available



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Editor's Note: I'm re-running this article on the Corvette Market Seminar at Barrett-Jackson in the event you are interested and didn't do anything about signing up after receiving the last newsletter.

Corvette Market Seminar at Barrett-Jackson

Keith Martin's Corvette Market Seminar is slated to take place on January 20th, 2011 at the Barrett-Jackson auction from 9:00 a.m. to 11:00 a.m. in Scottsdale, Arizona. This is the 4th Annual Corvette Insider's Seminar produced by Keith Martin, and this is Barrett-Jackson's 40th anniversary celebration.

As with last year, there will be two segments. The first will be: "Changes in the Collectible Corvette Market" in the past 12 months and "Restore or Preserve," an update on current thinking and trends. The second will be: best buys for pleasure and best buys for investment under \$25,000.00, \$26,000.00 to \$50,000.00, and \$51,000.00 to \$100,000.00. Corvette Market publisher Keith Martin will lead the discussion and the Corvette Market panelists include: Terry Michaelis of ProTeam Corvette, David Burroughs of Bloomington Gold, Jim Jordan of County Corvette, Kevin Mackay of Corvette Repair, Michael Pierce NCRS senior judge, Roy Sinor NCRS national judging chairman, and Mike Yager of Mid America Motorworks.

Admission is free to CM and SCM subscribers, registered Barrett-Jackson bidders and consignors, owners of Bloomington Gold certified Corvettes, and NCRS members. To register, go this website:

store.vettemarket.com/ProductDetails.asp?ProductCode=SEMINAR-001. Cost is \$10 if you are not a member or subscriber listed above.



HOPEFULLY YOU'VE ALREADY
SIGNED UP FOR THE MYSTERY TRIP,
SCHEDULED FOR SATURDAY,
JANUARY 15.

WALTER SAYS WE HAVE 38 PEOPLE -
THAT'S 18 OR 19 CARS - ALREADY
SIGNED UP. THE DEADLINE IS
JANUARY 9TH. WE DON'T KNOW
WHERE WE'RE GOING BUT IT'S BOUND
TO BE FUN!

CONTACT WALTER IF YOU WANT TO
GO: juessen@aol.com



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 **AN AMERICAN REVOLUTION**



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