



NEWSLETTER

January-February
2014



~~RUNYONS'~~ TASNADIS' TORCH RED C7 Z51



NEWSLETTER
January-February 2014



Strimbus' 2014 Night Race Blue Metallic Z51 Stingray



Jan.-Feb. 2014 A Newsletter for Corvette Enthusiasts 104 Members

www.scottsdalecorvetteclub.com

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In this issue...

*New Cruisers, Members
with New Vettes, Trip to
Tubac and Tumacacori,
Kart Racing, Toy Run
to Van Chevrolet, Tech
Articles, 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



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8585 E. Frank Lloyd
Wright Blvd.
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(480) 991-8300
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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.

2013 Board of Directors

President

Steve Patricola (480) 636-1241 spatric@cox.net

Vice President

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

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

Governor

John Walch (602) 663-5168 johnwalch@hotmail.com

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SCC Birthdays!

January

Al Redford - Jan. 13
Lloyd Benner - Jan. 22
Phil Merrill - Jan. 25
Linda Beyerle - Jan. 31
Kathi Thomas - Jan. 31



February

Tom Georgiou - Feb. 2
Sandra Hull - Feb. 3
Patrick Dennis - Feb. 10
Jim Dobson - Feb. 13
Pam Strimbu - Feb. 14
Deb Anton - Feb. 15
Lonnie Schaffroth - Feb. 17
John Barrett - Feb. 19
John Prenzno - Feb. 19
Christine Bidwell - Feb. 22



Coming Events!

Jan. 15 - Club Dinner Meeting
 Jan. 22 - Vette Vixens Dinner - Men's Pokey Night
 Jan. 25 - Mystery Trip
 Jan. 29 - Board Meeting

Feb. 12 - Club Dinner Meeting
 Feb. 19 - Vette Vixens Dinner - Men's Poker Night
 Feb. 22 - Trip to Mystery Castle
 Feb. 26 - Board Meeting

March 12 - Club Dinner Meeting
 March 14-16 - Trip to Bisbee & Fort Huachuca
 March 19 - Vette Vixens Dinner - Men's Poker Night
 March 26 - Board Meeting
 March 28 - Quarterly Ethnic Epicurean Experience

April 8 - Copperstate 1000 Car Show
 April 9 - Club Dinner Meeting
 April 16 - Vette Vixens Dinner - Men's Poker Night
 April 23 - Board Meeting
 April 26 - Picnic at Boyce Thompson Arboretum

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.



DON'T FORGET THE MEMBERS' DRAWING AT THE MONTHLY DINNER MEETINGS!

YOU MUST BE PRESENT TO WIN. THE \$25 AMOUNT IS CUMULATIVE IF NO ONE WINS. BE SURE TO BE AT THE JANUARY MEETING! YOU MIGHT WIN!

DON'T FORGET TO WEAR YOUR CLUB NAME TAGS TO THE MONTHLY MEETINGS! WITH ALL THE NEW MEMBERS, IT WILL HELP EVERYONE GET BETTER ACQUAINTED!

YOUR 2014 SCOTTSDALE CORVETTE CLUB BOARD OF DIRECTORS



Mark



Mike C.



Ken



Walter



Steve



Manny



John Walsh, New
Board Member for
2014



New Cruisers

Four more new members of the Scottsdale Corvette Club! We are starting off the year 2014 with a big bang! Please welcome:

Jerry and Pat Strimbu with their 2014 Night Race Blue Coupe

See the photo of Jerry and Pam at right; their C7 is on the second cover page, taken by Mark Bales on the Tubac/Tumacacori trip in November!

Wayne and Wendy Naylor with their 2008-1959 Red Convertible

Photo of this beauty at right. The Naylor's are in Canada over the holidays, so we hope to have a photo of them in the next issue.



Jerry and Pam Strimbu



Wayne & Wendy Naylor's 2008/1959 Vette

WELCOME TO SCOTTSDALE CORVETTE CLUB!

New Cruisers



New Members John and Linda Zimmerman's 2006 Triple Black Convertible - We just missed getting this photo in the last newsletter.

Click on the driver's door to see a close up of Linda.

Below is a photo of John and Linda.



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 NEXT
OUTING ON JANUARY 22ND.
HOPE TO SEE YOU THERE!**

FROM THE DRIVER'S SEAT

By Steve Patricola

Well, another year is over. Where does the time go? As a child I can vividly recall counting the months to Christmas; now it seems, in a blink of an eye, you go from New Year's Day to Holiday Season as fast a Walter goes from 0-60 in his ZR1.

First and foremost, I want to let all of you know that I am honored and humbled to be the SCC president for 2014, and my sincere hope is that I will be able to execute the du-



Steve and Terry

ties of president as effectively as my predecessor, Ken Harder. I would also like to thank the previous board for their dedication and thoughtfulness throughout last year. Indeed, membership this year rose to an all-time high of 115 members and, with some renewal losses, we now sit at 104 members. In conjunction with our increased membership, club finances ended the year with another milestone. In my opinion, this is a direct result of the boards' efforts to enhance membership enjoyment while maintaining a "stress free, fun first" environment. Finally, as much as it pains me to recognize Walter, he has again put together a great activities calendar for 2014, and I look forward to enjoying the activities with those members who choose to participate during the year.

The November 16 trip to Tubac/Tumacacori was attended by 20 people in 10 cars. The December Toy Run and subsequent party

From the Driver's Seat

was a huge success attended by 67 people. Chuck Mullins of Van Chevrolet gave a heartfelt speech when he said the club members are generous and that he is proud to be associated with our Club. I concur with Chuck. Our Club members are friendly and make the Club enjoyable. Oh, before I forget, many thanks to Walter and the set-up team for making another party successful.

Finally, welcome new members - Jerry and Pam Strimbu and Wayne and Wendy Naylor.

Steve



**WHERE ARE YOU GOING ON
SATURDAY, JANUARY 25TH?**

**IF YOU'RE PARTAKING IN SCC'S
MYSTERY TOUR ON THAT DATE,
YOU WON'T KNOW WHERE YOU
ARE GOING TILL YOU GET THERE!**

**This is a trip you won't want to
miss. It promises to be
entertaining... and mysterious...**

**WATCH YOUR EMAIL FOR
DETAILS!
HOPE TO SEE YOU THERE!**

Editor's Corner

By Dorinne Dobson



Happy New Year, everyone! Another year rolls around, and SCC has lots of interesting events coming up this year.

I hope you have enjoyed the saga of the new C7's as much as I have. First, Ken and Fran's hectic pursuit of their ordered car, as related in the last issue. Not only that, but John Runyon had a new C7 that I wanted to get a photo of for the last issue, without success, since I couldn't catch up with John who was hunting in Michigan. So no photo... Then, his C7 turns up for sale, via email from Mark Bales, and before you could say "Here today, gone tomorrow!" - Frank and Lisa Tasnadi had bought it! And I understand Larry and Cheryl Bloom were right behind

them - about twenty minutes too late to buy the car. So after all that drama, I hope you understand why I put the pop-up on the front cover, having finally captured John Runyon with what used to be his C7....

January is the big month for collector car auctions in Phoenix. You will find the dates and places for most, if not all, the January auctions on page 43. I understand the Barrett-Jackson auction will be housed in their new permanent facility at West World this year, which should be interesting to see.

Phil D'Alessandro has a couple of interesting articles in this newsletter (see pages 89 and 107 respectively). Linda Beyerle surprised me with her request to review a book she had enjoyed, "The Man Who Seduced Hollywood" (see page 113).

I am always overjoyed to receive articles, suggestions, ideas, photographs, internet

links - anything that piques your interest. Special thanks to Phil, Linda, Frank Tasnadi, Rollie Trayte, Mark Bales, Gerry Goepfert, Rick Cartel, Patrick Dennis, Steve Patricola, John and Linda Zimmerman, and Christine Bidwell for your contributions to this issue.

Until next issue, save the wave!

Dorinne



Proof that Santa's still a cool dude in his red C3

Thanks, Rollie Trayte, for sending this photo. We need this guy for next year's Toy Run!

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SAVE THE DATE!

Saturday, February 22nd

2014 is starting out on a mysterious note for SCC. First, we have the Mystery Tour in January, and now we're going to the Mystery Castle in February. We missed the Mystery Castle tour scheduled for early 2013 due to inclement weather.

Watch your email for details from Walter on this day trip to south Phoenix.

SCC MEMBERS WITH NEW CORVETTES!

Gerry Goepfert's 1996 Grand Sport



Gerry sent the photo above with this description of the car:

Here is my latest acquisition. It's a 1996 Grand Sport. Only 1,000 of these were made by Chevrolet. There were 190 convertibles and 810 Coupes. They were all painted the same color (Admiral blue) with the white racing stripes from front to back and two red hash marks on the left front

Grand Sports had the LT4 engine and six-speed manual transmission. The LT4 engine had 330 hp which was 30 hp more than the base Corvette engine. I remember seeing one of these in a dealership in New York when they were new. I liked the looks of it back then. Now, 17 years later I found one in Abilene, TX. and negotiated a deal with the owner. I think of all the C4's built, the Grand Sport seems to have become one of the few collectibles in the C4 production era. My Grand Sport is #746 of the 1000 built and includes the optional Bose radio system and Z51 performance suspension. It's really in good condition with only a few interior cosmetic corrections to be made and some weather stripping to be replaced. It has some of the typical issues associated with the C4's but all of these can be addressed easily as long as I can bend this stiff body of mine to get into the position needed to fix things.

*Rick and Kathy Cartell's 2011 Supersonic
Blue Grand Sport Roadster*



Rick and Kathy Cartell sent several photos of their Vettes, along with this description of their newest acquisition, pictured above:

We wanted to give you an update on a couple changes to the Cartell "Vette" family. A couple of weeks ago Kathy and I drove back from St. Louis with the newest member of the litter, a 2011 C6 Supersonic Blue Grand Sport Roadster. What a wonderful touring vehicle. But on the heels of the new addition we are sorry to say that we had to find a new home for Irish, our 1992 C4 Polo Green convertible. Five cars between the two of us was just a bit much. Turn the page to see a shot with "all the horses in the corral," as Rick put it, prior to the sale of their '92.



*Rick and Kathy Cartell's "horses in the corral":
1961 Honduras Maroon Convertible, 1992 Polo Green Convertible (now gone
to a new home), and their newest addition to the "corral" the 2011 Supersonic
Blue Grand Sport Roadster.*

Frank and Lisa Tasnadi's 2014 Torch Red Z51 Stingray

Story by "The Guy Who Bought John Runyon's Car"
Photos by Mark Bales & Frank Tasnadi



The Tasnadis' C7 Z51

Lisa and I went back and forth....should we order a C7 or shouldn't we? After all, we just bought the C6 a little over a year ago and love the car. But the C7, we are told, is something special. This see-sawed back and forth in our minds and in conversation for a couple of months until October 7th when we finally ordered a Torch Red Z51 Stingray from Bob Ostapovich (SCC Member) at Van Chevrolet.

The initial delivery date was late December, maybe even January or early February. Then came the news of the "constraint" placed on all C7's ordered with the Z51 option. The Corvette Forums were saying these cars won't be available until July or August and may actually be 2015 models!!! Bob probably got really tired of me "stopping in" to check, but being the classy guy he is, he never showed it. Lisa and I had decided no matter what, we would wait

Then one Friday night in November we are out to dinner, I'm poking fun at Lisa because she has her nose in the iPhone and not talking to me. Suddenly she says..."We have an email from Mark Bales. A Club member has a new Torch Red Z51 C7 for sale, with 146 miles on it!" Suddenly I forgave her for ignoring me and blurted out something unprintable here, followed by... "Are you kidding me?? Give me that phone... please."... Well, maybe not the "please" part. I read it over and damn...this is the car we ordered except it has the 3LT interior and we ordered the 2LT. Could the Corvette gods be smiling upon us? I immediately emailed the owner, John Runyon, saying we were interested. When he didn't reply in a couple of hours (poor guy was out of town and I'm buggin' him,) I called him and arranged a meeting.

When we walked into John's ultra-clean garage, there sat the car, almost glowing,

The Tasnadis' C7 Z51

practically begging to be bought. It was love at first sight!! Me, trying to be Joe-cool, said something like "Let's sleep on it before we decide," to which Lisa pulled me aside saying....I'm paraphrasing now....hey, dum- my, are you kidding me, we gotta move on this now! Long story short, we agreed with John on a price right then and there as well as a delivery date. We called Bob at Van and took our name off the order. They refunded our deposit and, as has always been the case with Bob, he was a class act.

As to the car, it is everything they say it is in the auto publications. Fast, nimble and handles like it's on rails. The technology in this car is amazing, from the electronic limited slip differential to the five driving modes to the abundant amount of on-board features. I read the owner's manual thoroughly and still am figuring some things out to this day. The all new all-aluminum

chassis is advertised as being 60% stiffer than the C6. That is very evident in the way it handles and the total lack of "top chatter" which I sometimes got on the C6. The interior is a major upgrade from previous years. The hand-stitched Napa Leather and very comfortable supportive seats put it on par with European sports cars costing thousands more. We added a laser cut clear





bra, tinted windows and an infra red front end curb detector to help keep the front lower extremities intact. As you may suspect, it is a head turner wherever we go. Lisa, who once upon a time didn't like Corvettes, now lists the loves in her life starting with the Stingray first!

Frank



CLUB TRIPS/ACTIVITIES FOR 2014

Courtesy of Walter Juessen, Activities Director

January 25

We don't know where we're going, but we'll see you there!



February 22

Lunch & Trip to Mystery Castle

March 14-16

Trip to Bisbee & Fort Huachuca



April 26

Picnic at Boyce Thompson Arboretum

May 16-19

Trip to Capitol Reef National Park, Utah



June 15-17

Drive Exotic Cars @ Red Rock Canyon or NASCARs @ Las Vegas Speedway

CLUB TRIPS/ACTIVITIES FOR 2014 - Continued

July

NO ACTIVITIES!

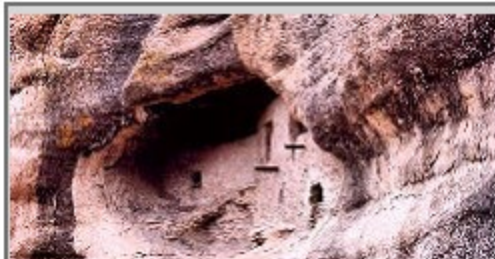


August 3-9

Trip to Pike's Peak, USAF Academy & Colorado Springs

September 11-14

Trip to Monument Valley, Moab, Canyonlands & Arches



October 9-12

Trip to Gila Hot Springs, New Mexico

November 15

Trip to Sabino Canyon, Tucson



December 6

Toy Run to Van Chevrolet and Holiday Party



Welcome to the Scottsdale Corvette Club Store

The Scottsdale Corvette On-line Store Is Now Open For Business!!

<http://ScottsdaleCorvetteClub.ClubStore.US.com>

Check out the site! Along with Men's and Women's apparel, you will find accessories ranging from blankets to duffel bags. All available with the club logo. In addition you will find a Racing Legends Store, Track Store and Books and DVD's. (logo not available)

When you order, you will be asked to register. It is safe, secure and spam free. **Note: there is a box for membership number, but you can leave it blank.** Keep in mind that Firefox does not inventory our apparel, it's all made to order. The time from order to ship will be longer than the usual web clothing suppliers. Expect 10 work days, give or take.

We are offering the store as a service to our members. The prices are set as low as possible. The Club doesn't make a profit from the sale of products with the SCC logo. The benefits are the ability to offer a wider range in product and pricing opportunities, ability for club members to order whenever they want, and the savings for the club by eliminating the need to inventory apparel. So, check it out!

If you have any questions, or feedback, please let Mark Bales know.

**First Saturday each month 8 AM
January 4 at**

Corvettes and Caffeine
in Scottsdale, Arizona

**Make sure you are where the
action is - Corvettes & Caffeine on
Scottsdale Road between Thomas
and MacDowell Road**

Free Donuts, Bagels, and Coffee!

**Shoebox Swap Meet - if it fits in a
Corvette, bring it along**

**Corvette Focused - OVER 100
Corvettes and growing with each
event!!!!**

**RSVP REQUIRED AT
<http://corvettesandcaffeine.com/>**



SAVE THE DATE!

***FIRST SATURDAY EVERY
MONTH!***

***Scottsdale Motorsports Gathering
at the Shops at Gainey Ranch
8877 North Scottsdale Road***

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

***In the summer the cars arrive
fairly early in the morning - 7:00.
In the cooler months at 8:00.***

SEE YOU THERE ON JAN. 4?



JANUARY AUTO AUCTIONS IN THE PHOENIX AREA



Barrett-Jackson - January 12-19, 2014
Westworld of Scottsdale
<http://www.barrett-jackson.com/>



Bonhams - Thursday, January 16, 2014
Westin Kierland Resort, Scottsdale
<http://www.bonhams.com/auctions/21392>



GOODING & COMPANY THE SCOTTSDALE AUCTION

Gooding & Company - January 17-18
Scottsdale Fashion Square - NE corner E.
Camelback Rd and N. 68th Street
www.goodingco.com/auction/scottsdale-2014
[/](#)

January Auto Auctions



RM Auctions - January 16-17, 2014

Arizona Biltmore Resort

www.rmauctions.com/auctions/event.cfm?SaleCode=AZ14

RUSSO AND STEELE
COLLECTOR AUTOMOBILE AUCTIONS

Russo and Steele - January 15-19, 2014

Scottsdale Road & Loop 101

<http://russoandsteele.com/>



Silver Auction - January 17-18, 2014

Fort McDowell

www.silverauctions.com/auction_detail.php?id=165&flag=0

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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:

<i>Mark Bales</i>	<i>Gerry Goepfert</i>
<i>Linda Beyerle</i>	<i>Walter Juessen</i>
<i>Christine Bidwell</i>	<i>Steve Patricola</i>
<i>Rick & Kathy Cartel</i>	<i>Manny Siprut</i>
<i>Phil D'Alessandro</i>	<i>Frank Tasnadi</i>
<i>Patrick Dennis</i>	<i>Rollie Trayte</i>
<i>Jim Dobson</i>	<i>John & Linda Zimmerman</i>

TRIP TO TUBAC AND TUMACACORI

STORY BY FRANK TASNADI

PHOTOS BY MARK BALES



Frank & Lisa's C7, with other Vettes, with Art Museum qualities (per Manny)

Trip to Tubac/Tumacacori

The last traveling event on the SCC calendar for 2013 was the Tubac/Tumacacori trip. It was originally intended to be a day trip, but several members approached Walter some time back with the idea of making an over- nighter an option. Walter, in his typically receptive style, said "sure...why not." He found us a great hotel in southeastern Arizona where eight couples spent the night.

The trip began on a warm Saturday November morning with ten Corvettes meeting at the Indian Bend retail area. Immediately it was obvious this would be a trip of "firsts." It started with this being the first Club event with a C7 in the pack. In this case, there were TWO, Jerry and Pam Strimbu's Night Race Blue Metallic Z51 Stingray and Frank and Lisa Tasnadi's Torch Red Z51 Stingray. Both cars were an immediate hit with the members gathering around each car for a close up of Chevrolet's latest



Corvette Masterpieces at the Rest Stop
[Click on the Photo to See a Larger View](#)

Another first is we had six new members attending, so out of a total of twenty people almost half were brand spankin' new!!! Apparently no Club stats are kept, but everyone attending thought this had to be some sort of record. The newbies; Jerry and Pam Strimbu, Dave and Dana Meronuk and John and Linda Zimmerman. Mark and Kathy Bales had a "schedule conflict" (Mark's words, not necessarily Kathy's :)), so he was accompanied by long-time member Dorothy Durby instead. Others participating were the Weschlers, Juessens, Cartells, Sipruts, Benners, and those mentioned above.

Trip to Tubac/Tumacacori

Our Corvette caravan roared down I-10 towards Tucson stopping for a break at a fueling station/convenience store near Picacho Peak. As is typical, the 10-vehicle rolling car show got lots of Oooh's and Aaaah's from others gathered around.

Next stop: The Tubac Golf Resort for lunch at the Stables Ranch Grille. With Walter and his lovely bride Michele leading the way, we went through the entrance, past the main area, past the club house and apparently past the restaurant too because then came one of the patented, world famous U-turns!! Michele leaning out the window with a big smile explaining: "We just wanted you to see the whole place!"



*At left, Sandi and Chuck
Top, Dawn, Dorothy and Manny
Above, Frank and Lisa*





*Top left, Rick and Kathy
Middle left, Dana and Dave
Bottom Left, Jerry and Pam
Top right, Cheri and Lloyd
Bottom right, John and Linda*

Trip to Tubac/Tumacacori

The restaurant was amazing. Built in 1789 following a land grab by the King of Spain, it had all the old world charm you could ask for. It was quaint, rustic and charming.... much like all of us I guess!! The food was excellent!

Onward to The Tumacacori National Historical Park. This place is even older than the restaurant. First established in 1691 by Father Eusebio Kino, it later became a Franciscan Mission. It was finally abandoned in the 19th century due to relentless Apache raids. The site now consists of several buildings, a grave yard and other historic areas. If you have never seen this, I would recommend you put it on your bucket list.

Up next was a short trip to Tubac for some shopping/sightseeing. As you are probably aware, Tubac is famous for its many art galleries and shops as well as many quaint old structures. When we parked, the Corvettes



*Frank and Lisa, Jerry and Pam
in front of the Mission*





Cheri and Dawn inside the Mission

again drew quite a few admirers, especially the C7's. The group broke up and wandered around the small town with a plan to meet up in a couple of hours. Lisa and I checked out a few shops before running into Mark Bales and Chuck Weschler feverishly pouring over a local map. I asked what they were looking for, to which Chuck so accurately replied, "something, anything other than this crap (he was referring to the numbing amount of pottery shops), a gun store something, anything!!!" No such shop was found, and we all eventually ended up at a local watering hole....it was then that I realized we were all cut from the same cloth!



Corvettes in Tubac



Refreshment Break in Tubac



More Corvettes in Tubac

One final trip before the hotel was a slow speed race between me and Jerry to see who would be the first to drive a C7 through a border check point. OK, kind of silly, but what else can you do, stuck in slow moving traffic. The lines were long...Jerry pulled ahead but wait, not so fast, (really, not fast at all) our line started moving, I almost caught him, then no, then passed him but it wasn't to be....done in at the finish by an old van in front of me with lots of people inside,. It tended to draw attention from the guards.

Jerry wins the honor (confirmed by the Border Patrol Agent) of being the first C7 to pass a border check point! Sorry, Jerr, no cash award or trophy!!

The motel was different. When we drove in it looked like a regular neighborhood with homes neatly lining the streets. But a giveaway that something was different: these homes all had charcoal grills in front, this neighborhood **was** our motel. Clean and spacious - Walter did another outstanding job. Happy hour at the Juessens' was accented by a very memorable sunset in the southeastern Arizona mountains to go along with lively conversation and several adult beverages.



A Thorn Between Three Roses!



The View from Walter and Michele's Room in Green Valley



Here's the group with Mark

Click on Mark to see the group with Rick (who must have been taking this photo)

Trip to Tubac/Tumacacori

Cocktail Time



Pam and Dorothy



Dawn, Michele and Lisa

Dinner was at the local golf resort as the end of a very long fun day drew to a close. The next morning everyone left as they woke, with several grabbing a quick breakfast at the same golf resort. The end of another great Scottsdale Corvette Club

Frank



SAVE THE DATES!

March 14-16, 2014

**Club Trip to Bisbee, Fort Huachuca and
Sierra Vista in Southeastern Arizona!**

Watch your email for more details.



KART RACING AT OCTANE RACEWAY AT SCOTTSDALE PAVILLIONS

**A Photographic Essay with
Photos by Mark Bales,
Linda Beyerle & Patrick Dennis**



Kathy and Sue Getting Ready to Race

Kart Racing

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Top, Dorothy, Michele, Evelyn & Dawn
getting ready to race
Left, Kathy doing her Danica Patrick thing
Right, Michele & Sandra racing

Kart Racing



Kathy's photo of the guys going so fast they were just a blur!



Hanging around, waiting in line



Linda hamming it up



Mark with the sign welcoming Scottsdale Corvette Club



Linda posing with figure of kart racer guy

AND THE WINNERS ARE...



Women's Racing: Dawn, First Place, Sue, Second Place, Kathy, Third Place

Men's Racing: Richard, First Place, Frank, Second Place, Mark, Third Place



TOY RUN TO VAN CHEVROLET

DECEMBER 7, 2013

Photos by Mark Bales



The biggest Toy Run in SCC's history, with 33 Corvettes heading for Van Chevrolet!

Heading for Van Chevrolet

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Heading for Van Chevrolet



At Van Chevrolet We Posed for a Photo Opp



Heading for Van Chevrolet

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Chuck Mullins with the Ladies

Are you considering having your car judged at an NCRS meeting? Some advice on what you might want to do first.

Story and Photos by Phil D'Alessandro

In my last story, I described the rewarding experience of achieving Top Flight recognition for the 1962 Corvette and what led up to my decision to have it judged initially.

Was I fortunate to win? Absolutely. Could I have done more? Absolutely, and in this article, I want to let everyone know the simple things you can do IF you want to get your dream machine judged by some truly dedicated individuals, whose sole purpose is to help us preserve these wonderful cars.

First, not critical, but really helpful is the NCRS 5th Edition of the 1961-1962 Corvette Technical Information Manual and

Judging Guide. Although published in the summer of 2000, it is the most current edition. I had a copy. I also forgot that I had a copy (purchased years ago and carefully put away for future use), so I was behind the eight ball right from the get-go.

As a review, the judging process consists of five separate sections; Operations, Interior, Exterior, Mechanical and Chassis with a grand total of 4,510 potential points divided among the five sections in unequal amounts, which equates to a 100% original car. Top Flight requires at least 4,240 points or 94%, a maximum 270-point reduction.

Each of the five sections includes all the relevant breakdowns of the components that will be judged. As examples, Operations has 36 separate evaluations, Interior has 73, and so on, and on and on. The Judging Manual is extremely detailed in clarifying all the judged elements.

Preparation for NCRS Judging

said about that.

As mentioned before, I NEVER thought I would win, especially Top Flight, so as I prepared the car to drive to Tucson, I was lazy and lax with the amount of effort put into the car. Some of the items I knew were totally incorrect, such as the battery, but spending \$285 for the correct tar top Delco battery was not on the list. After all, I was just going to get a baseline on the car, and then determine next steps.

So, what could I have done to better prepare myself or what can you keep in mind IF you are going to get judged? What you cannot see can hurt you. Get under the car, a lift is a true luxury at this point but if you have access, use it. Normal road grime is expected IF you drive to the judging site but oil and grease on the frame, the suspension components, engine, or shocks costs you points. Eastwood, and other suppliers, make solutions to get the

dirt off without removing the paint. A good pair of rubber gloves, a few hours and potential lost points are recovered. It's easy to determine if the interior is clean, just make sure it is.

Here is where I went wrong, section by section:

Operations: Everything did work until judging day and the radio decided not to, lost all the points (20), Cigarette lighter inoperative (fuse that I did not check) lost all 20 and the fan motor was noisy (a little oil perhaps, lost 8 of 20. Scored 94.7%

Interior: Minor issues such as scratches, missing a screw or two but 50% of the lost points was one item, the jack. I did not have one, slipped my mind and cost me 25 points. Scored 94.4%. BTW, I have one now.

Exterior: Again, mostly minor EXCEPT the incorrect exterior mirror, 20 points, and 18 for incorrect tires. Scored 94.3%. You can

Preparation for NCRS Judging

easily obtain radial tires that will pass inspection as they appear to be bias tires or Coker makes bias tires. My spare is original, just the drive tires need replacement. Cost, maybe \$900.



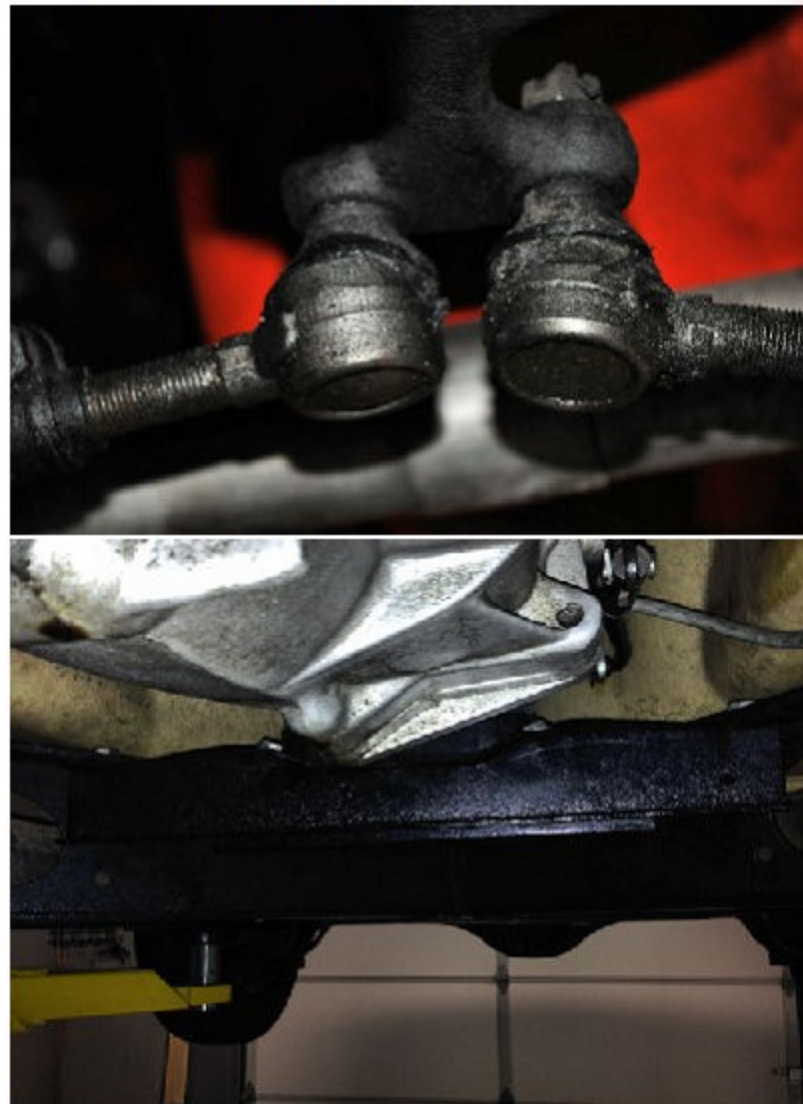
Rust and dirt, not good!

Mechanical: My misinterpretation of the engine stamp pad cost me all 38 points. Judges want to see not only the numbers but the broach marks too. Zero paint should be on the pad, and while I had it

Clean, there was paint on it. (Took me less than 5 minutes to correct that AFTER I lost the points.) Service replacement items such as the air cleaner element, fuel filter and distributor cap were all minor deductions. Scored 93.5% but would have been 97.2% IF that darn paint had been removed. Reading the Judging Manual would have prevented the deduction.

Chassis: My worst area. Incorrect battery, 40 points, missing engine bay labels, incorrect clamps, painted items instead of cadmium plated, and some painted items that should not have been. Plus it was not really clean (8 points). I lost a total of 100 points in this section alone. Scored 87.7% but the correct battery would yield 92.6%, still not Top Flight for this section. I have included some pictures to demonstrate what NOT to submit.

Preparation for NCRS Judging



A total of 170 easy points were available, if I had spent the time, the effort, and the money before "THE JUDGEMENT DAY" (fortunately not the biblical one). Will I get to 100%? Never. Some parts are just not available or at a cost that makes them not available to me. Will I get to 97-98%? Absolutely. When I get there is another story.

Now someone might say, Top Flight is Top Flight. True, but the Regional Judging would be more difficult and the National an even more Challenging achievement. The judges at National will look at things with a "National" level "eye" and areas where I did not lose points at Chapter, might be lost at National. So I should not take anything for granted.

Follow up since October; I have purchased many of the needed items and will start the cleaning, replacing, fixing process shortly. A potential goal of the National NCRS

95« Grease and dirt equals point reductions!

» 96

Preparation for NCRS Judging

meeting in 2014, but I won't be driving to Kansas.



And so the process begins. Yes, I am spoiled, I have a lift.

Owning an older Corvette is more than just a hobby, it is a responsibility. Too few of them remain, and the younger generation needs to know about the past to appreciate the future. I have started with my grand-

son who lives nearby in Cave Creek, taking him to shows, having him help me around the Cars (good to be small sometimes) and just talking Cars and the respect they deserve.

I would also like to point out that this can easily get out of hand, both in time and money. I am not a collector who puts them on a rack and admires them (nothing wrong with that) but believe they were built to be driven and enjoyed on a regular basis. Investment is not just about money.

Should you have aspirations of getting your Car ready for NCRS judging, there are several, if not many, NCRS Judges, including Master Judges, in our area and, based on my experience, they are all willing to provide support in your quest. I am not a judge, nor qualified to make NCRS evaluations, but offer my limited experience should you have any questions or want some help.

Phil

GM Media Services issued the following excerpted press release on December 4, 2013:

Chevrolet will introduce the 2015 Corvette Z06 in January at the North American International Auto Show in Detroit. It will be the most track-capable Corvette ever, designed to deliver supercar levels of performance through unique powertrain, chassis and aerodynamic features. Production is expected to begin in late 2014.

From Rollie Trayte, a piece that we thought you find of interest.

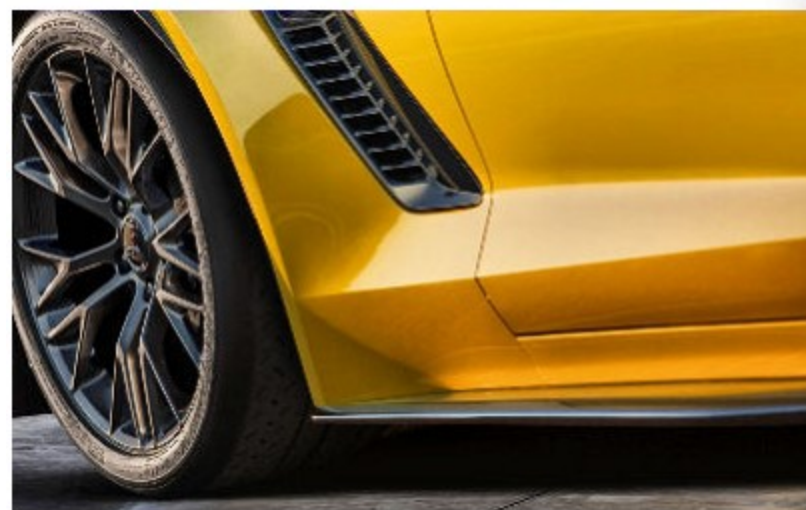
The newly completed Grand Parkway toll road section got quite the test run this week as Hennessey Performance brought their 600-horsepower, supercharged 2014 Chevrolet Corvette Stingray over to test the toll system. On a closed portion of the tollway, Texas DPS State Troopers clocked the speedster at 200.6 mph, making it the first 2014 Corvette to break the 200 mph barrier.

"The road is perfectly smooth and the Corvette was very stable and easy to drive at 200 mph," said driver and company founder, John Hennessey. "I'd put the Texas highway system up against any other highway in the world, including the German Autobahn. Our roads have proven to be smooth and safe at speeds well above 200 mph."

The Parkway section, which connects Interstate 10 with Highway 290, will open to the public on Dec. 21 and just in case anyone gets any ideas, the toll road cameras were still able to get crystal clear images of the Stingray's plates as it blazed through the toll section.

Check out the test run:

blog.sfgate.com/topdown/2013/12/17/corvette-hits-200-mph-on-texas-tollway/#18955101=1





This will be a slightly different take on "Remember When." Christine Bidwell sent me photos of the the nine couples who made the trip to Monterey last August for the race at Laguna Seca. Since Christine was traveling for six weeks after that trip, the photos were not available for publication. I thought you'd want to see them, so here they are. Maybe they'll make you wish you had gone to Monterey with us....



Top, Mark & Kathy; bottom, Chuck & Sandi

Remember When

[Contents](#) [Close](#)



Top, Christine & Steve; bottom, John & Norma
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Top, Dorinne & Jim; bottom, Lisa & Frank



*Top left, Michele & Walter
Top right, Sue & Dick
Bottom, John & Brenda*



The following article was submitted by Phil D'Alessandro, who received it from a fellow member of his New Jersey Corvette Club:

Short Throw Shifters Good or Bad for Your Car?

Those who enjoy driving a manual car have likely heard of a device known as a "short throw shifter." However, while many may have heard of the device, too few are aware of how it actually works and what it does. Perhaps because of this knowledge, many rumors exist as to the damaging nature of the short throw, and how it accomplishes its goal. But, if we take the time to learn a little bit about the short throw system, how it works, and how it is installed, perhaps we can begin to dispel some of the rumors that have grown so common around it.

Perhaps the first, and most important, element to consider here is how the short throw shifter actually works, and why people

install them in the first place. In a manual car, the distance between gears (or how far you have to move the shifter to get to the next gear) is known as a "throw". So, a short throw shifter is designed to decrease the time that one spends going between the gears, and allow one to hit the next gear faster and more accurately. Herein lies the other intended purpose of the short throw shifter is to improve the overall feel of shifting, making the shifts seem more balanced and the feel "tighter" overall.

So, with these goals in mind, another great question is how the part actually accomplishes them. While it may seem overly simple, the shifter that came on your car from the factory is likely not optimized for shifting speed. Factory shifters have other goals in mind, such as drivability and overall comfort, and likely the stick is not set up for fast shifts. So, a short throw shifter is just a geometrically improved version of

Short Throw Shifters

your older shifter. How is it geometrically improved? Well, in addition to the actual stick being slightly shorter, the entire shifter is straighter, and the angle has been reduced, and the position of the bolt has been changed, meaning that the balance is now altered, and the distance between the gears has been reduced in the simplest way possible.

Unlike many believe, the short throw shifter changes virtually nothing about the car. It involves no modifications to the transmission, and takes about ten minutes to install. Another common myth is that once it is put in place, the short throw shifter cannot be removed. While this is a baffling myth to begin with, it simply is not true, the entire process can be reversed in the same amount of time it took to install it in the first place.

The two greater questions, here, though, are if it actually does what it claims to do,

and if the short throw shifter can cause any long term damage to your vehicle. In regards to the first question, yes, the shifting length is reduced, although the actual length depends greatly on the car and the brand of shifter you are replacing it with. Remember that buying a shifter is like buying any other car part, you get what you pay for. Make sure to do your research and figure out what brand is best to buy for your car.

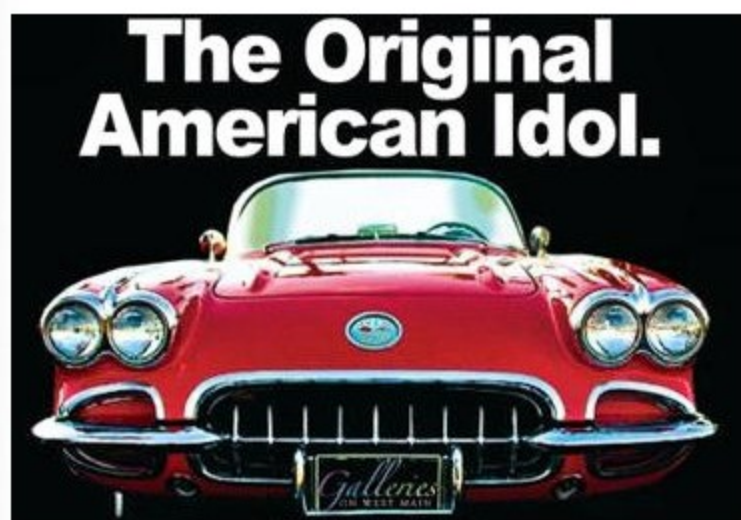
However, while the first question can be answered rather easily, it is the second question which has inspired most of the rumors and myths that surround the product. However, the answer is that same old medium: the part doesn't damage, but the driver does. What this means is that often a short throw shifter is used as an excuse to slam the car through the gears and rip it out at the redline. Over time, this type of driving is going to destroy the transmission of any vehicle, no matter what

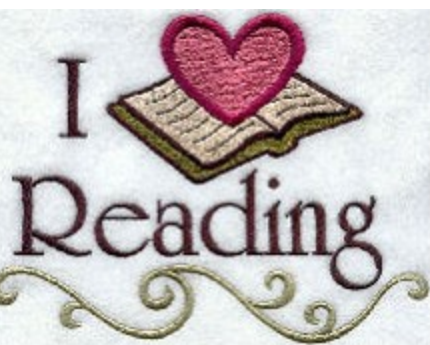
Short Throw Shifters

type of shifter is on it. Also, during the initial period when one becomes used to the changing of the shifting patterns, it is easy to grind gears or miss shifts until you get used to it. However, after the learning period, if one operates their car in a normal manner, there is no way for the short shifter to damage your car or your transmission. Just remember that a short shift does not give a driver the ability to abuse their car, and there will be no problems with the transmission, engine, or shifter itself. Also, make sure to use a high quality shifter to achieve the desired result, and take the time to install it properly, one definitely does not want the shifter popping out during driving.

If one separates the fact from the rumors, there is no reason not to enjoy the fun that comes with owning and using a short throw shifter in your vehicle. However, remember that a short throw shifter is just like any

other modification to your vehicle, and should be done with care and respect. Take the time, do the research, and make sure that your product is installed properly, and always remember to treat your car properly, and you will find that a short throw shifter can make driving your manual car a very enjoyable experience, and one that is definitely worth the generally low prices of the units.





Book Review

By Linda Beyerle

Do you stay up late at night watching movies from the 40's and 50's?

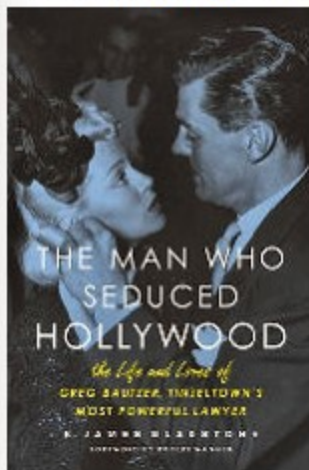
Are you fascinated by Old Hollywood, Lana Turner or Howard Hughes?

If so, you will find "The Man who Seduced Hollywood" by B. James Gladstone a fascinating book to read.

Although this is a biography of Greg Bautzer, Hollywood lawyer, it reads more like a novel. Bautzer was dubbed "Hollywood Bachelor Number One," and the stories of his relationships with Lana Turner, Joan Crawford and Ginger Rogers seem more like fantasy than reality. Bautzer was also Howard Hughes's playboy lawyer and

one of the few people in Hollywood that Hughes trusted. No other lawyer of that era commanded the attention of Hollywood moguls, starlets and Hollywood society. It is said he was a star without ever being in a movie.

Bautzer was a self-made man of humble beginnings who realized early on that who you knew and playing the society game were the road to wealth and fame and an exciting glamorous life. He would joke that the best investment he ever made was borrowing money to buy "the best wardrobe in town" and mingling where the Hollywood rich and famous lived and played.



His good looks opened doors for him, but his keen mind and debating ability were what made him successful. There was a dark side to Greg: when he drank he was prone to fight and, com-



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Book Review

ing from the docks of San Pedro, he was no stranger to a slugfest. A real man's man who could charm the ladies...and the ladies he charmed were Hollywood's most beautiful and talented.

After reading this book, you will feel like a Hollywood insider, and I'll bet you will watch those old movies with a renewed interest. I think I'll go watch "Mildred Pierce" again!

Linda



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