



July/August 2007 A Newsletter for Corvette Enthusiasts 95 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net

Meetings:

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

Meetings are held at:
Jilly's American Grill
7301 E. Butherus Drive
Scottsdale, AZ

In this issue...

*Coming Events, Profile of Member
Mark Shaw, Grand Canyon-Sedona
Trip, Wickenburg Barbecue Party,
Our Second Ethnic Epicurean
Experience, Memory Lane, Tech
Info, And More...*



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



Present this card for a 25 %
discount off manufacturer list
prices towards Chevrolet parts
purchase. The only exception
would be engines, transmissions,
and accessory items. These would
be at cost +15 %.



Table of Contents

Mission Statement & Board - Page 3
New Cruisers and Birthdays - Page 4
Coming Events - Page 5
The Drivers Seat by John Runyon - Page 6
Test Your Knowledge - Page 9
Photos of New Members & Their Cars - Page 10
Editor's Corner - Page 12
Corvette Technical Info & Web Sites - Page 14
Profile of Member Mark Shaw - Page 22
Never Say Never - History of a Special 1972 - Page 34
Never Say Never Part II by Mark Shaw - Page 38
A Weekend in Car Guy Heaven by Mark Shaw - Page 42
What's New for Corvettes by Mark Bales - Page 44
Part I - The Grand Canyon Experience - Page 47
Part II - The Sedona Experience - Page 60
Buy-Sell - Page 65
Curves of Steel - Page 66
Private BBQ Party at the Dobsons' - Page 84
Ethnic Epicurean Experience - Havana Cafe - Page 98
Announcements - Page 104
Memory Lane - Page 106
Events of Interest in the Roadrunner Region - Page 110

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.

2007 Board of Directors

President

John Runyon (480) 575-0581 jjrunyon@cox.net

Vice-president

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

Governor

Alice Pfeffer (480) 595-7222 ampfeffer@cox.net

Treasurer

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

Activities Director

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

Membership Director/Newsletter Editor

Dorinne Dobson (928) 684-0945 ddobson58@cox.net

Secretary

Dorothy Durby (602) 996-3196 ddurby@cox.net

Past President

Mark Bales 480-471-7365 mbales@gorvw.net



New Cruisers

Tom & Christina Georgiou and their 1995 White LT-1 Convertible
Rollie & Lyn Trayte and their 2005 Precision Red Coupe
David & Kris Leiva and their 2004 Medium Spiral Gray Coupe

WELCOME TO SCOTTSDALE CORVETTE CLUB!

*See pictures of the Traytes and the Leivas
and their Vettes on pages 10 & 11 of this Newsletter.
The Georgious and their Vette will appear in the next issue.

SCC Birthdays!



July

Bob Cherner - July 1st
Kris Leiva - July 3rd
Terry Turley - July 5th
John Parker - July 6th
Rollie Trayte - July 9th
Mark Bales - July 13th
Berny Rasch - July 14th
Lon Durby - July 17th
Linda Iovanni - July 21st
Walter Juessen - July 23rd

August

Hugh Anderson - August 1st
Marianne Aberegg - August 1st
Arne Swensen - August 3rd
Dorinne Dobson - August 7th
Tom Shires - August 13th
Brian Hester - August 20th
Bob Ostapovich - August 24th
Mark Shaw - August 26th
Jane Anderson - August 27th



Coming Events!

July 11th - Club Dinner Meeting

July 15th-18th - Trip to Ruidoso, NM - CANCELED!

August 8th - Club Dinner Meeting

August 11th-12th - Trip to Flagstaff Via the Backroads

August 15th - Vette Vixens Dinner

August 22nd - Board Meeting

August 25th - Outing at the Race Factory

September 12th - Club Dinner Meeting

September 16th-19th - Trip to Santa Barbara, CA

September 19th - Vette Vixens Dinner

September 26th - Board Meeting

September 29th - Ethnic Epicurean Experience

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. The July Board Meeting and the July Vette Vixens dinner will not be held due to the number of vacationing members.



From the Driver's Seat...

John Runyon

At this time of year the Club activities and involvement seem to taper off a bit. Summertime usually calls for vacations, and a number of our members do try to get away from the heat for awhile. The Runyons are no different in that respect. I was able to convince Jane that a trip back to Michigan to visit family and friends would be a great idea this year. Plus from a purely selfish viewpoint, I get to indulge in another one of my passions, playing golf on lush green, tree lined courses. I keep assuring Jane that she is my number one passion, but she keeps thinking that she is competing with Corvettes, Harleys, golf and hunting! I just don't understand what she's concerned about, do you?

So, I will keep this short since I am busy packing the Denali with everything from suitcases, coolers, golf clubs, to Molly's kennel. For those of you that travel in

From the Driver's Seat

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

the car with pets, it seems like you pack more for them than you do with babies! Much to my chagrin, I will be leaving the Corvette in the garage for seven long weeks. After driving the Denali cross country and back, I am sure that upon my return I will appreciate driving the Vette even more.

This trip to the Midwest also reminds me of the old adage that there are two seasons back there, **winter and construction!**



Needless to say, I don't relish the long lines waiting for the traffic person to flip the sign from **stop** to **proceed with caution**. Sometimes, when you finally manage your way through the mess, you wonder what caused such a delay. Patience, Jane informs me, is not one of my virtues!

From the Driver's Seat

Also, I would like to remind you that there is another Ethnic Epicurean Experience taking place at the Havana Café on the evening of June 30th. The goal of this quarterly addition to the SCC calendar is to have more opportunities of socializing for our members in an informal setting. The first one was a lot of fun and laughs, and I am sure that the next one will not disappoint. Hopefully, you can attend.

As always, I look forward to serving your interests, and if you have any comments or suggestions, please pass them along.

See you in a few months!

John



Elsewhere in this issue, you will see that we are featuring member Mark Shaw and his cars. Mark has a quiz for you all. See if you can answer these two questions.

* * * * *

What is the meaning of AU in the license plate: 72 AU?

* * * * *

What famous movie had a car with AU on the license plate?

* * * * *

To find out if you got the right answers, check on page 41.

New Cruisers and Their Cars



Lyn and Rolie Trayte and their 2005 Precision Red Coupe



David & Kris Leiva and their 2004 Medium Spiral Gray Coupe



Editor's Corner

The feature of this issue of the newsletter is one of the Club's charter members, Mark Shaw. Many of you haven't met Mark

because he works nights and doesn't come to many meetings or events. If you've ever participated in or attended any of the Club's car shows, back when we held car shows, or any other car shows around the Phoenix metropolitan area, you would remember Mark, as he's usually there either showing one or more of his three Corvettes or judging cars or otherwise helping out. I hope you will enjoy the articles about Mark and his cars and his love of all things automotive.

Between the incompatibility of my scanner with my new Windows Vista computer and the search for old photographs of the 1972 Corvette convertible that now belongs to Mark, there have been some challenges in producing this newsletter. I'm happy to report a happy ending to both these dilemmas - the computer and the scanner now like each other again, and I found the old pictures!! The picture of the '72 with the hard top was taken in November of 1974, but we eventually got tired to trying to store the hard top in the two-car garage at our house at 35th Street and Camelback in Phoenix and sold it! Too bad, as it would have been nice to retain its "roadster" identity.

Editor's Corner

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

I'd like to take this opportunity to thank Mark Bales for all his great contributions to this newsletter, including but certainly not limited to another later picture of the 2008 with the Jetstream Blue Paint Job! Mark says he thinks this was taken in Bowling Green at the Corvette factory. See below.

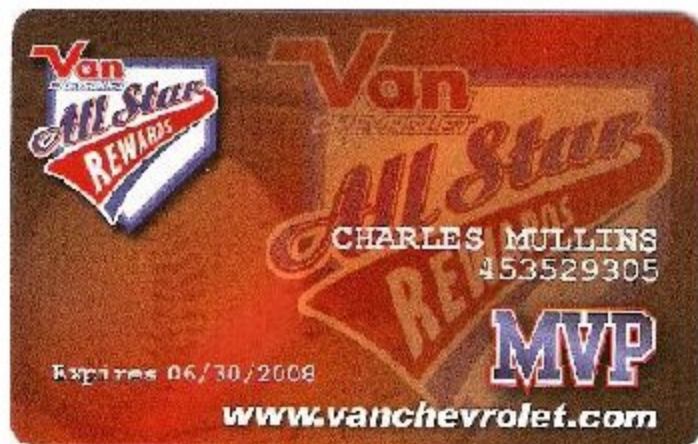
This newsletter would not be possible without the contributions of the members. We have articles this month by Mark Shaw, Carol Brandwein and Bob Bailey, Sandi and Chuck Weschler, and Lonnie Schaffroth, not to mention the regular contributions of John Runyon, Jim Dobson, and our illustrious former editor, Mark Bales. And we had one surprise contribution this issue when Mike Cassel emailed me the picture of him driving his car in the Copperstate 1000 (see page 102)!

Dorinne



Van Chevrolet Discount Cards

A number of you have been asking about the Van Chevrolet discount cards that have previously been awarded to SCC members. Van is currently implementing a new All Star Rewards program. Chuck Mullins is still fine-tuning the program, but it should be up and running soon. All SCC members will receive new cards, reportedly at the highest level of the new program. The new cards will be issued in individual names and will bear an expiration date. Below is a picture of the front of one of the new cards. Stay tuned for more information in the near future!



CORVETTE TECHNICAL INFORMATION AND WEB SITES

By Jim Dobson

The summer heat has caught up to me and taken all of my stamina. After a week at Capistrano Beach with lows of 67 and highs of 72-73 degrees, returning to Arizona was literally a blast, like blast furnace.

Driving from California on Sunday, the 1st of July, we meet a group of five or six Corvettes on Highway 60 about 50 miles west of Wickenburg. My first thought was that it was a group of Corvetters doing a little road trip on a basically deserted road. As they were going by, it suddenly dawned on me that they were test mules from the GM Proving Grounds. The cars all had ZO6 air intakes and a couple of them had blankets disguising the hood area. This brought back old memories of a Corvette Club to which we once belonged that had an insider at the proving grounds, and the members were tipped off as to when the fleet was going out for testing and where they would be staying and/or having breakfast. This is the time of year that the Corvettes were usually taken to Death Valley for hot weather testing. I would guess that these were probably the new C7 chassis traveling under disguise as C6 ZO6's. The view

was very quick as we were both traveling at the speed limit plus.



2008 Crystal Red

As some of you are aware, thanks to Mark Bales' email, Van has two ZR1's available for sale. The serial number on the 94 is 1G1YZ22J8R5800421 and on the 95 is 1G1YZ22J6S5800424, meaning that they are both late production models as only 448 ZR1's were built in 1994 and 1995. One car apparently has under 3500 miles, and the other around 4100. They were traded in on a 2007 ZO6. The cars were originally delivered in the Seattle area from two different dealers. I spoke with Chuck Mullins last night, July 3rd, about these cars (which are in the show room) and he indicated that they are now listed on eBay with a minimum bid of \$30000. He indicates he is in



1994 ZR1

these cars right. I am not sure what the ZR1 market is at this time, but a few years ago it was pretty soft. The mileage on these cars makes them more attractive than most.

ZR1 Production Numbers - 1990 to 1995:

1990	3049
1991	2044
1992	502
1993	448
1994	448
1995	<u>448</u>
Total	<u>6939</u>



1995 ZR1

The serial numbers on the ZR1 were handled different from other Corvette production models. Each year of production had its own separate serial number sequence.

The following comments came from Mark Shaw who keeps abreast of these things more than I do:

I would not want to be in them more than the mid-30s out the door, maybe a little more, but not much, because they are the

later model years. Hopefully they have the owner's kits and docs with them. The books that come in the kit are worth a bunch. It is a very soft market. When the ZO6 came out, it killed it, plus parts are now out of sight. Not a car you want to drive much. CNV had a 1990 with 350 miles and every piece of paper that came with the car that they could not sell; it went to auction and sold for 32k. My guess is it could have been bought for 30k. Even if Van traded straight up, he has to be in them right. One thing to keep in mind, NCRS is judging up to 1991 now so there is some desire in the early cars for the NCRS guys that want a cheap top flight car for very little work. It will be a few years for the 94 and 95 to get to that point. A low mileage set of each year (6 of them) sold at Bloomington Gold last week for \$305,000 (that includes the commission). A 1993 sold for 44k but I do not know if it was low mileage or an anniversary model. Low mileage ZR1's are pretty common these days.



The following link will take you to E-bay and the listing of the ZR1's for sale. (Ed. Note: Sorry it is too big to fit in the link space, so you'll have to put it in by hand!)

http://motors.listings.ebay.com/W0QQsocmdZListingItemList?sofocus=pf&sbrftog=1&catref=C3&from=R2&flso=1&socmd=ListingItemList&satile=&sacat=6001%26catref%3DC6%26curcat%3Dtrue&a39=1937&a41=10381&a38v1y=1994&a38v2y=1995&a10239=-24&a39705=-24&a10244=-24&alist=a39%2Ca41%2Ca38v1y%2Ca38v2y%2Ca10239%2Ca3801%2Ca85%2Ca10246%2Ca33512%2Ca10241%2Ca10244%2Ca39705&pfmode=1®type=2&gcs=13&pfid=2473&pf_query=&sargn=-1%26saslc%3D2&fspt=1&sadis=100&fpos=85028&sabfmts=1&saobfmts=insif&ftrt=1&ftrv=1&saprclo=&saprclo=&fsop=11%26fsoo%3D1&coaction=compare&copagenum=1&coentrypge=search&fgtp



Interesting Web Sites

Corvette Action Center <http://www.corvetteactioncenter.com/>

Corvette site listing <http://www.netcorvettes.com/>

Corvette Forums <http://forums.corvetteforum.com/zeromain>

Detailing hints <http://autopia.org/>

Corvette Information <http://www.digitalcorvettes.com/>

Local Car shows and events <http://www.stillruns.com/index.php>

Corvette Museum <http://www.corvettemuseum.com/>

NCCC <http://www.corvettesnccc.org/>

NCCC Road Runner Region <http://www.ncccroadrunner.com/>

Van Chevrolet Corvette Inventory <http://www.vanchevrolet.com/index>

The Tire Rack Tire reviews and Pricing <http://www.tirerack.com/index.jsp>

Discount Tire Company <http://www.discounttire.com/dtcs/home.do>

Forrester Racing Engines <http://www.forresteracingengines.com/>

LADIES, REMEMBER!



**NO VETTE VIXENS DINNER
DURING JULY - DOROTHY
IS TAKING TIME OFF!**

PROFILE OF A MEMBER



Mark Shaw

It was 106 degrees in Scottsdale yesterday afternoon when Jim and I met Mark Shaw at Jilly's about an hour before the June membership meeting. It was too hot to stand around outside, but we did manage to get a couple of pictures of Mark and his 1972 roadster, a car with which Jim and I are intimately familiar.

Profile of Member Mark Shaw

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

Mark is one of the charter members of Scottsdale Corvette Club. He bought his first Corvette nine years ago. You can see how we hooked up in the articles entitled "Never Say Never" and "Never Say Never Part II" that appear else-where in this newsletter. He says he first got interested in Corvettes about the time he bought the '72, but he didn't want a new car. He looked at a number of Vettes but nothing really hit him, until he saw the '72 and fell in love with it.



Jim Behind the Wheel of Mark's '72 Roadster

If you checked the membership roster, you would find that Mark is the proud owner of three

Profile of Member Mark Shaw



Corvettes. Besides the 1972 Warbonnet yellow roadster, he has its sister car, a 1972 Warbonnet yellow hardtop that he acquired a few years after his initial purchase of the '72



Profile of Member Mark Shaw

[Contents](#)

[Close](#)

roadster, and a 1991 steel blue coupe, which is a rare car as the steel blue color was a limited production and only used for two years. (Production numbers: 813 in 1990 and 835 in 1991, for a total of 1648.)



Profile of Member Mark Shaw

Mark is also fond of vanity license plates. The 1972 roadster bears the license plate reading: "72 AU" which was the plate that was on the car originally. The 1972 coupe has a license plate reading "AU 72." The 1991 coupe's license plate is "STL BLUE."

When asked what other cars he owns, he replied that he has a 1961 Rambler convertible, bright red, that doesn't run and is giving him big time headaches with its mechanical problems. He bought the Rambler at the Silver Auction at Fort McDowell a few years ago, for all the wrong reasons, he says. His everyday driver is a 1992 Chevy pickup with 160,000 miles on it.



Two '72's at Van Chevrolet Car Show
Click on the picture to see the license plate
on the hardtop

Profile of Member Mark Shaw

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

As many of you know, Mark is very knowledgeable about Corvettes and cars in general. He enters his cars in many car shows and is often asked to judge local car shows. He has assisted with the Copperstate 1000 for several years. I asked him how he came to know so much about cars, and Corvettes in particular. He said just from playing around with them. He belongs to the National Corvette Restorers Society ("NCRS"), and he enjoys working at the Copperstate 1000 where many of the cars are valued at \$1 million plus.



Mark's '72 Hardtop at the Julio G's Car Show
Earlier This Year

Profile of Member Mark Shaw

Mark was born in Virginia Beach, Virginia. His father was in the Navy. His parents were originally from Pennsylvania, and he lived there for a few years, but they moved to Phoenix when Mark was twelve years old, so he's practically a native. His first car, when he was sixteen years old, was a 1969 Ford van. He needed a van because he was racing motorcycles. He and his buddies used to ride dirt bikes from Scottsdale up to Pinnacle Peak and follow the power line easements to the Indian



At the Car Show at Williams Field Air Show

Profile of Member Mark Shaw

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



Reservation and back. Mark would have to take Dynamite Road (which was just a dirt track back then) because his gas tank was small and he couldn't make it all the way without stopping for gas. When asked, he said he has no motorcycles left. He sold the last one, a Yamaha racing bike built by Buster Crabbe's son, to a friend who was familiar with the bike and knew the history of it.



The Hardtop at the NCRS Convention

Profile of Member Mark Shaw

Bicycling has been a long-time hobby for Mark. He has raced mountain bikes, and likes to do long distance rides. He's gotten away from bicycling recently but says he would like to get back into it again.

We remembered a few years ago when Mark and his dad went to Bloomington to the big car show there, and asked what other big shows/car events/auctions he's attended. He says he's been to Carlisle which is really really big -and to the Chevy Vette Fest in Chicago which is all Chevys and Vettes and is put on twice each year. He wants to go to Monterey and some of the other California car events and to the Peterson Museum and some of the other automotive museums on the West Coast.



Giving Vette Rides to the Kids at Devereau School

Profile of Member Mark Shaw

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



The Hardtop at Julio G's Car Show

We asked what other old cars he might want to acquire, and he said he has lots of desires but is reluctant to spend the money on the ones he really wants. When we asked Mark what the next Corvette in his future would be, and he said he is thinking of a C4 or a C5, but he has to get the red '61 Rambler up and running before he will consider adding any more vehicles to his collection.

Mark is a computer analyst who works nights and rarely attends the membership meetings because they fall on a night that he regularly works. We felt honored that he took the night off last Wednesday and met us early at Jilly's so

Profile of Member Mark Shaw



Steel Blue 91 is second from the left
we could do this interview and photograph him
and his '72 roadster.

Most of the pictures that you see in this article
though are courtesy of Mark, who brought his
photo albums with him to the interview.

Many thanks to Mark for letting us give the
members of SCC this opportunity to get a little
better acquainted with him.

Dorinne Dobson

Profile of Member Mark Shaw

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



REMEMBER WHEN... Back in 2000....

Editor's Note:

The following article by Jim Dobson appeared in the April 2000 issue of the Scottsdale Corvette Club Newsletter. It was followed up in the May 2000 Newsletter by an article by Mark Shaw, thus it is part of the profile of Mark that is the feature of this July-August 2007 Newsletter.

NEVER SAY NEVER

HISTORY OF A SPECIAL 1972

The featured car is currently owned by one of our members. However, this particular car was in my garage for nearly 22 years. It is the car behind the "NEVER SAY NEVER" that my wife is always reminding me of.

This was our second Corvette, and the one that we truly grew to love. Our first adventure into Corvettes was in 1967 when we bought a 1967 Marina Blue convertible with side exhausts. It was a real screamer at the time, but it was a car that I never felt comfortable with. Later when I got involved with Corvettes, I found out what the problem was.

I first attempted to buy the '72 in June of 1973 when my friend Tom, a salesman at Courtesy Chevrolet, called to say they had a nice care he thought I might like. We took it for a test drive on Sunday and pondered the purchase decision

on Monday. The car had only 8000 miles and was like new. By Tuesday morning, we had decided to buy the car, so I called Tom and made arrangements to go in on Tuesday evening after work. However, when I arrived at the dealership on Tuesday evening at the appointed time, I was informed that they had sold my car that afternoon. Needless to say, we were extremely disappointed.



We now had the fever to buy a Corvette. I started watching the Corvette ads in the paper, made a lot of phone calls, and looked at a lot of cars. None of them measured up to the one that got away. Finally one day I found an ad in the newspaper proclaiming that this was the personal Vette of a stockbroker who had acquired it new. It went on and on, so I figured it was worth checking out. Much to my surprise, it turned out to be the car that had been for sale

Profile of Member Mark Shaw

at Courtesy, only it now had 12000 miles on it and a pair of new tires on the rear. When I saw it, I just knew that this time we were going to buy the car. When presented with the fact that I had been going to buy the car from Courtesy a few months back, the seller acknowledged that he was using a little bit of puffery in trying to sell his car. After some negotiation, the car became ours and that was the beginning of our love affair with Corvettes.

Other Corvettes came and went, but the '72 with its special plate (72 AU) was the one that we always said would never be sold. We had an '80 L-82 coupe (80SLOW), picked up a '62 327ci, 340hp two-top solid axle car, always keeping the '72. However, as time went on, the '72 sort of faded into the background and saw less and less service. At one time it ended up in storage and wasn't driven for a couple of years. Our plan was to restore the '72 and get rid of all our other Corvettes. Since the '62 had been under restoration since February 1982, I got to thinking that by the time it was finished and we restored the '72, we would be missing out on a lot of the enjoyment of driving a convertible. I started looking for a convertible in the early '90's but never came up with one that I was happy with. By 1994 we were being pressed for storage room, and we decided that we would probably rather have a late model convertible to drive than a '72 convertible (in storage) and an '85 coupe (drive). In September 1994 while looking for

Profile of Member Mark Shaw

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

a convertible at Hawk's Corvettes in Scottsdale, I ran into a couple who were shopping for an older Corvette to restore. I told them that we had a '72 convertible that would be perfect for them and gave them my name and phone number. A couple of days later they called and arranged to look at the car. After some negotiation, a deal was cut and I had a deposit on the car that we had always said we would never sell. The picture of the car on the trailer was taken in September of 1994 as I was getting ready to deliver it to its new owner.



The '72 was gone and out of sight and mind until two years ago when we attended our first meeting of the Scottsdale Corvette Club. Dorinne and I were sitting at the table when she saw what appeared to be our '72 drive into the parking lot. I turned and looked and said that it was our old car. She said, "How can you be so sure?" I replied, "I just know that it is." After all, one does not quickly forget a 21-year love affair.

This story has a happy ending. Mark Shaw, who really appreciates the car for what it is (a survivor), now owns the



'72. He had just purchased the car and was also attending his first SCC meeting. It was just the car he was looking for, just as it was for us when we bought it many years ago. I look forward to reading Mark's perspective on the car in the next newsletter.

Jim and Dorinne Dobson

NEVER SAY NEVER PART II

I hope all of you who read Jim and Dorinne Dobson's article about their special '72 convertible enjoyed it as much as I did. I'm now the owner of that special car and yes it's special to me as well. For those of you who have never seen the car, it is a War Bonnet Yellow (gold) '72 convertible with a 350ci engine and automatic transmission. In the eyes of the Corvette expert this would be considered a nice Stingray to have but not a rare or special one. I judge the car to be 85% to 90% original. That's right, original! The car has never even been painted and the paint

is still in good condition for being 29 years old.

So why does this car continue to be such a special Corvette for me like it was for so many years to Jim and Dorinne? I was also looking for the right car when I found this car, much the same as Jim and Dorinne. I was checking the newspaper and stopping by the car lots that sell Corvettes on a regular basis. I found cars that I liked, such as a white '82 and a red '66, but when it came down to signing the deal, none of these cars had what it took to make me part with my money. Then one night I stopped by one of the lots, and the salesman, who by then figured I was just a tire kicker I'm sure, told me about this car he had just gotten in from a car lot. The car had just arrived that day and was not detailed, but he took me to the back lot and showed it to me. The car was really clean, and I fell in love with it. I looked the car over and told the salesman what I wanted changed on it. The car came with extra parts like the original valve covers and radio. I told the salesman what I wanted done, the first thing being removing the 8-track radio that Jim had put in. For those of you who are too young to remember, 8-tracks were around before cassettes almost 20 years ago.

What I found so interesting about the car was that I could see it was original. I could see all the body seams since the car still had the original paint on it, so I knew it was never wrecked. Everything just seemed to be well taken care of >>

Profile of Member Mark Shaw

on the car. And after meeting Jim, I know it was.

Every time Jim sees this car, he is like a kid who has found his lost toy. He always has a new story to tell about the car. These stories make the car more special every time I hear a new one. For example, the next time you see the car, check out the gold sticker in the lower corner of the passenger window. This sticker was put on the car when the state of Arizona first started to emissions test cars. Jim told me that the club he belonged to at that time took some of their cars down to the main emissions lab and they put their cars on the dyno and tuned them. After they were done, the tester gave him the sticker. How's that for a piece of Arizona automotive history?

I have had the car for about two years now. In this time I have purchased a second Corvette, a '91 coupe to keep the '72 company. What do I have in mind for the '72 in the future? Someday I will restore the car, but this is a few years away. This year I'm going to Bloomington not only to check out the show but also to find information about getting a car judged for being a 'Survivor.' I want to find out as much as I can on how to detail a car for the Survivor class, as well as any information on making the car a correct 'Survivor.' I'm doing this with the thoughts of taking the '72 back to Bloomington next year to have it judged and coming back with a Survivor certificate. Is this car original

Profile of Member Mark Shaw

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

enough to do this? I am not sure, but when I find out I'll let all of you know.

So for now, that's about it for the special '72 convertible. If in the future Jim or Dorinne tells you a story about their old '72, please make sure I'm there or take good notes so you can tell me what they say, so I can add it to my list.

Mark Shaw



Answers to Mark's Quiz

AU is the chemical abbreviation for gold.

The movie was "Goldfinger." Ask Mark to tell you all about the car with AU on the license plate.

A WEEKEND IN CAR GUY HEAVEN

By Mark Shaw

Little did I know the experience I was in for when I asked Scott who was chairman of the Copperstate 1000 if he needed any help with this year's event.

I was scheduled to help with the inspections at the pre-event operations check which turned out to be a truly exciting experience for any car guy.

Tires, cooling, and fuel systems were some of the items to be inspected for proper operation and condition. It is not just any day you can closely inspect automobiles with values reaching into the millions

The 2007 Copperstate 1000 had two Ferrari 250 GT California Spyders and yes I got to inspect them. I found that many of the participants, like any car guy, love to talk about their cars. One gentleman explained his Ferrari was once driven by Enzo himself and had pictures along to show Enzo in the car. Other cars such a Bizzerrini I had never seen, let alone inspected - a truly unusual automobile. I had heard the beautiful sound of 12-cylinder Ferraris before but never with the engine compartment open. The way these cars start reminded me of a WWII fighter getting ready for flight.

A Weekend in Car Guy Heaven

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



As the cars left on Sunday an inspection team member and I agreed that we inspected at least thirty cars that would be considered truly significant cars at any event. I made many new friends and learned about cars that many of us only dream about. If I had any regret from the weekend, it came when I waved goodbye to all on Sunday morning. I just kept thinking how cool it would be if I was going to the Grand Canyon with them. Now maybe if they could just add a test ride to the inspection process next year.....



WHAT'S NEW FOR CORVETTE?

By Mark Bales



For those of you who might be curious, here is the first photo of the new Jet Stream Blue C6, available for 2008. The car is off the production line in Bowling Green, so it is not cleaned up. If you click on the car, you can get a little larger view.



Corvette Videos on the Web

If you just can't get enough info on the Corvette through the buff magazines or lurking on corvetteforum.com, there are now opportunities to watch America's icon in motion. The YouTube phenomenon has spread to cover every conceivable hobby, including sports cars. I'm sure I haven't uncovered all of the Corvette sites, but here are a few to get you started.

What's New for Corvette?

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

Vette Dogs

Vette Dogs is a new weekly series on Digitalcorvettes.com. You can also view it directly on Vettedogs.com. The subtitle is "Our cars have scars. Scars that we're proud of." The first episode shows a guy prepping a C5 Z06 for the "One Lap of America." I'm assuming future episodes will cover his experiences participating in the One Lap.

VetteTube.com

Basically, VetteTube.com is like YouTube but concentrating on Corvettes. All Corvettes! As with YouTube, the videos are mostly homemade, but some look professional or semi-professional.

Badboyvettes.com

Badboyvettes.com is dedicated to the Corvette Racing Team. There is really some cool stuff on this site beside videos. It also keeps you up to date on Corvette racing. In fact, as I write this I find that the #64 C6.R car has been pulled from Le Mans due to a failed driveshaft. (Bummer!) There are also a lot of cool photos, stories, etc. The skull appearing as the logo for the web site is the official mascot for the Corvette Racing Team.

YouTube.com

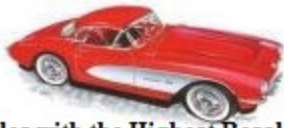
Speaking of YouTube, if you haven't checked it out there is an "Autos and Vehicle" section. It isn't focused on Corvettes, but you can find them. Go to the top of the page and type Corvette in the Search box. There are a mess of videos. Some I've also seen on VetteTube.com.

Jaylenosgarage.com

Okay, it's really not about Corvettes, but if you haven't checked out this site, do it! There are videos, photos and articles written by Jay Leno. Sponsored by GM, you will find some Corvette info. But the really cool stuff is the video and photos of his car collection. He does short segments on some wild rides.

What's New for Corvette?

The above represent the sites I've found. I'm sure there are more. If you have a favorite Corvette or auto related web site, let us know. We'll share it with other club members.



Top 10 Luxury Vehicles with the Highest Resale Value

In case you missed it, Forbes' on-line magazine listed the top 10 luxury vehicles with the highest resale value. Using Kelly Blue Book and other sources, they looked at resale value after five years. And guess what! The Corvette came out on top of the list! In fact, it is the only American car on the list.

The Corvette has a residual value, after five years, of 47%. Quoting Auto Appraisal Group's Larry Batton, "It's an icon. And it's also historically an image-maker, which keeps it in demand, and keeps value high."

I can attest to this through experience. I recently sold my 2002 C5 vert at 48% of the original sale price.

In case you're interested, here is the rest of the list and the residual value after five years:

- Lexus GS 450h - 47%
- Mercedes-Benz G55 AMG - 47%
- Acura MDX AWD - 46%
- BMW 650i Convertible - 46%
- Infiniti M45 - 46%
- Lexus IS 350 - 46%
- Toyota Avalon XLS - 46%
- BMW Alpina B7 - 44%
- Honda Accord Hybrid - 44% (and recently discontinued...)

PART ONE



THE GRAND CANYON EXPERIENCE



GET YOUR LS2 AND LS7 MOTORS RUNNING!!!

By Carol Spanel Brandwein

Get those C6s and Z06s out on the highway, looking for adventure in whatever comes our way! Hey, baby, we are gonna make it happen, fast tracking to the Grand Canyon! This is the first road trip Bob Bailey and I have ever made with the Scottsdale Corvette Club. We were jazzed and ready to rock and roll!!! The excitement started for us at the meeting place in the parking lot of Albertson's located near Carefree Highway and I-17. We were the first to arrive, and we got to watch all of the other beautiful C6s and Z06s pull in along side of us. We were thrilled with this road show because

The Grand Canyon Experience

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

we just purchased our Victory Red C6 in April and are so very proud of it. Now we were able to experience and see what it



could do on the Arizona highways to the Grand Canyon along with the more experienced gang. The first thing we learned right out of the gate was.....you must have a radio so that you can communicate with the other Corvettes in the Caravan!!! Why? Well, it sure would have helped us know what was coming from the other direction when we got stuck behind some of those big trucks!

First stop somewhere in the Chino Valley area - we pause on another grocery store parking lot and meet up with two more members, bringing our caravan to 8 cars headed north to the

The Grand Canyon Experience



town of Williams, and a welcomed lunch stop. The Red Raven restaurant turns out to be a charming little place with good food where we gathered at two tables and relaxed, catching up on conversations regarding the trip and what's happening in general with our busy lives. After lunch and a short stroll around the town of Williams located on the old Route 66 (photo



The Grand Canyon Experience

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



[Click on the picture to enlarge](#)

The Grand Canyon Experience



op time), we hopped back into our Vettes for the next leg into Grand Canyon National Park. We waved bye-bye to the different Harley Davidsons along with their owners parked along the streets of Williams, and continued north. We were getting close.

With Walter and Michele in the lead car acting as our guide in their beautiful new special White ZO6, we headed out once more. Mark and Kathy, because of their vast caravan experience, followed up in the rear in their beautiful yellow C6,

The Grand Canyon Experience

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

ensuring that none of us strayed from our pack, which made us all feel safe flying down the highway to the entrance of one of the greatest wonders of the world. At the entrance to Grand Canyon National Park, we obtain the great news that if you are 62 years old, you qualify for a senior pass for only \$10.00, and it is good at all of the National Parks in the United States! We qualified, and will go back to Grand Canyon, and possibly Yellowstone, this year in the fall.

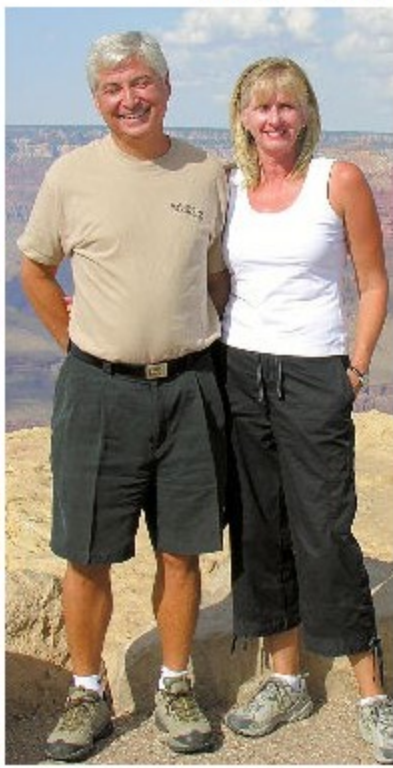
Once we were in the Park, Walter steered us to check in at the Maswik Lodge, where we were all to spend the night in our Pinyon Pine reserved rooms. After we settled our gear in our rooms, some of us headed out to view the Canyon, and then back to the rooms to dress for our dinner at the famous El Tovar Lodge. What a beautiful old Hotel, and to think it was



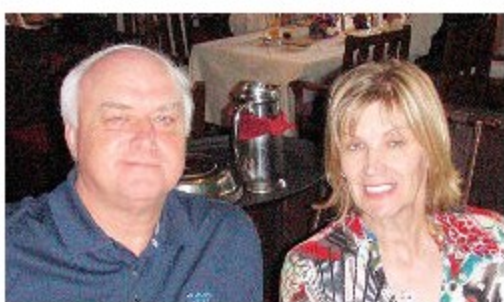
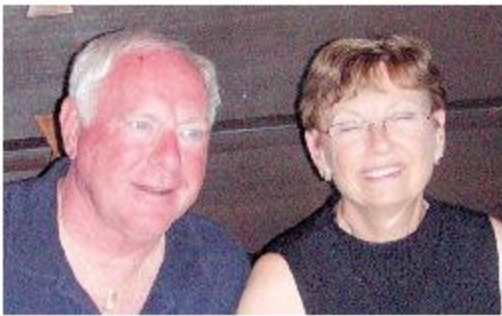
The Grand Canyon Experience



The Grand Canyon Experience



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



The Grand Canyon Experience

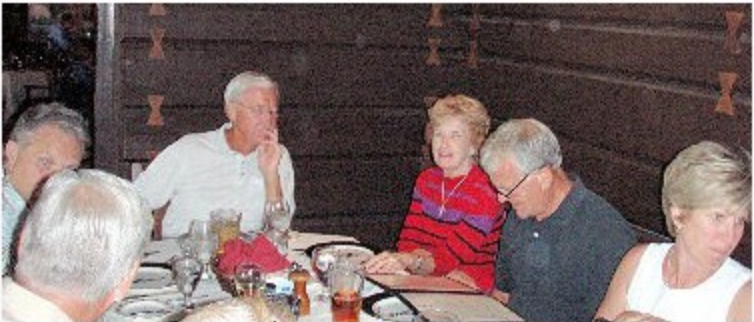


The Grand Canyon Experience

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



built in 1905! It is hard to believe it is over 100 years old! The El Tovar Hotel is described as the architectural crown jewel of the Grand Canyon and is a registered National Historic Landmark. The famous El Tovar Dining Room, where we had dinner, is known for its fine regional cuisine, although I think the kitchen did have a few problems the night we were there. After dinner some SCC members gathered to watch the Phoenix Suns swan song, and some returned to their rooms for some much needed rest.



The Grand Canyon Experience



The next morning, as Bob and I had no plans to go on with the group to Sedona, we revisited the El Tovar Dining Room, for a huge and very delicious breakfast. We walked the rim to get to the Hotel, and along the way we spotted three California Condors clinging to the rocks near Bright Angel trail head, totally ignoring all the camera crazy people including us taking their photo. On the walk back from the Hotel, we stopped and looked into some of the little shops, but mostly were just enthralled with the beauty of the Canyon. This was Bob's first trip ever to the Canyon, and my second visit, with my first visit being about 30 years ago. A humbling and unforgettable sight.

The Grand Canyon Experience

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

Sorry we missed the SCC departure from the Canyon, we wanted to say good bye, but lost track of the time. I do want to thank Walter for the note that he thoughtfully left for us. We are sorry too that we couldn't catch up to you all one last time on the road before we had to turn off for Prescott.

We enjoyed our trip traveling with such a great group of people to Grand Canyon National Park so very much, and are really looking forward to future Scottsdale Corvette Club caravan trips! Bravo! - Carol Spanel Brandwein



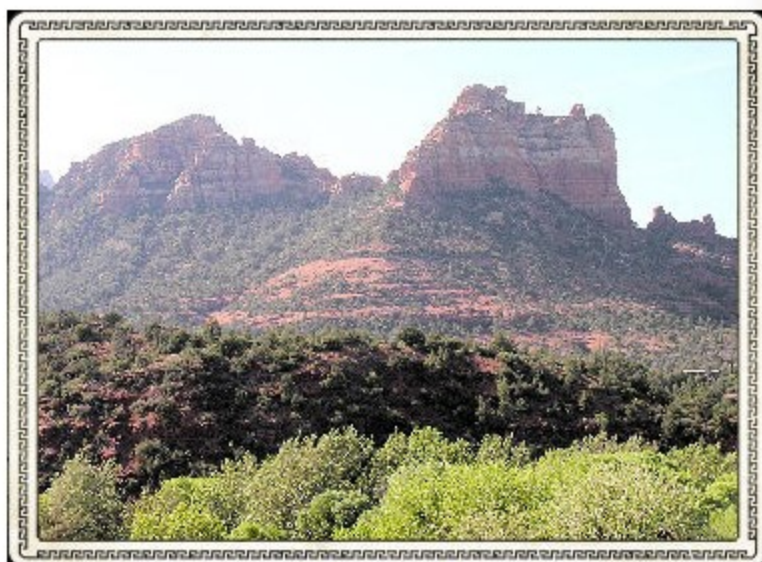
[Click to Enlarge](#)



Tower at the East Entrance to the Grand Canyon

PART TWO

THE SEDONA EXPERIENCE



THE SEDONA EXPERIENCE

By Dorinne Dobson

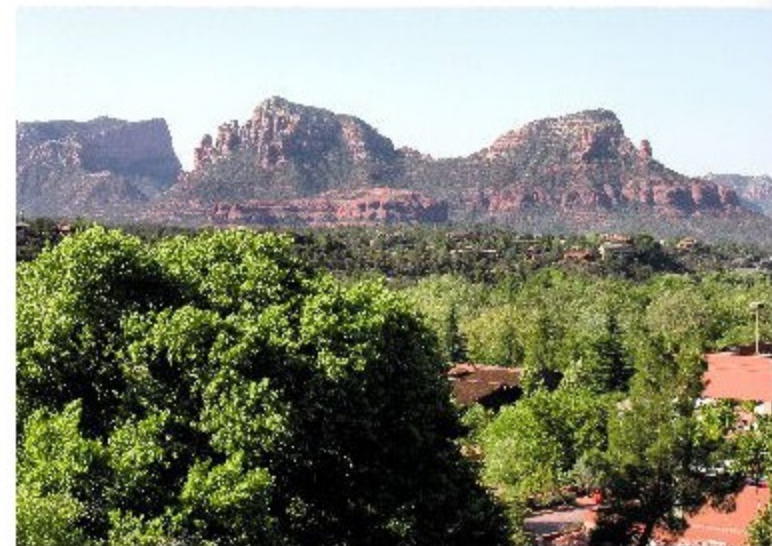
I have to mention one more highlight of the Grand Canyon experience. As we were gathering outside the Maswik Lodge to walk to dinner at El Tovar, our leaders, Walter and Michele, were noticeably missing. We were all wondering where they were, when Sue said, "I'll bet they didn't get off the shuttle at the next stop, like we told them." Indeed that is what happened; they rode all the way to Hermit's Rest, the last shuttle stop, for which you need to allow at least two hours to make the round trip. We were wondering what to do, when Walter came running across the parking lot. He and Michele met us at El Tovar shortly after we got there - they had again run all the way so as not to keep us waiting.

About 9:00 Saturday morning, May 19, fourteen of us met in front of Maswik Lodge at the Grand Canyon and about 9:30 we took off for Sedona, via Cameron. What a beautiful drive this is through the Little Colorado River basin - a mini-version of the Grand Canyon, with some of the same beautiful colors and rock formations. Heading down the road toward Flagstaff, we could see big black clouds in the sky ahead. Manny radioed, "Walter, are you taking us into the rain?" We were hoping it was just virga (you know, rain that evaporates before it hits the ground). We got a few sprinkles, but not really enough to get the pavement wet, so our Vettes didn't get too dirty. The most exciting part of the short trip to Flagstaff was Walter's radio announcement that we were stopping

The Sedona Experience

at the next gas station. We all pulled into a gas station out in the middle of nowhere, and Walter proceeded to fill his tank - it seems he was running on fumes and this was a life-or-death situation. We headed on to downtown Flagstaff, where seven Vettes were seen going every which way trying to find parking places in the vicinity of Charley's Pub & Grill at the historic Hotel Weatherford. We all got parked and met again at the restaurant, where we had some very delicious lunch items, such as posole, enchiladas, grilled vegetable sandwiches, burgers and more!

The drive to Sedona down State Route 89A through Oak Creek Canyon was another beautiful ride down a road built for Corvettes.



The Sedona Experience

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

We checked into our rooms at Arroyo Robles Hotel, where we all had beautiful rooms with balconies overlooking the swimming pool and the red rocks of Sedona. We relaxed for a couple of hours before we all walked to dinner at the Bistro Bella Terra in the Shops of Pinon Point. There was a wedding party on the patio of the restaurant, which we watched with some interest. Again, the food was great - especially the oysters Rockefeller and the steamed mussels in broth, to which I can personally attest! As we walked back to the hotel in the cool evening breezes, we all exclaimed on the excellence of the weekend - and the mountains of food we all felt as though we had eaten.



Thank you to Walter and Michele for another great trip! We all appreciate that you both "go the extra mile" to ensure that we all have a wonderful experience.



The winner of the members' drawing at the June membership meeting was Bob Ostapovich - to the tune of \$50 big ones!

The original intent of the monthly members' drawing was to encourage attendance at the meetings.

The Board recently instituted a return to this concept: You have to be present to win. If the member whose name is drawn is not at the meeting, the pot accumulates in \$25 increments until a member in attendance wins the pot. So remember, you can now make money by attending the meetings!

MEMBERS' INFORMATION CHANGES

The zip code for U.S. Mail of all members living in the Terra Vita subdivision in Scottsdale has changed from 85262 to **85266**

This applies to the Findsens, the Kulczyckis, the Swensens, the Taylors and the Toney. Please note this change on your rosters.

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



2005 Corvette Coupe, 19K miles, machine silver/ebony, 6-speed, with Navigation. 3LT option (sport seats, heads-up display, memory package, CD, Bose premium. 7-speaker sound, power telescoping steering, etc.). Price \$36,500. This is a special lower price for club members as car needs a good foster home within our group.

Chuck Weschler - 602-795-8254 cell 602-882-3007.



Curves of Steel



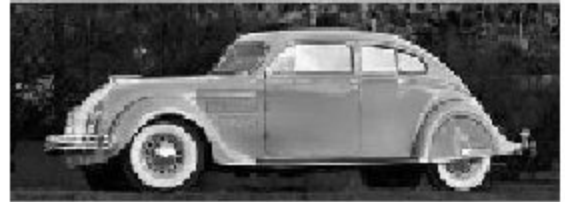
Jim and I went to see the Curves of Steel exhibit at the Phoenix Art Museum a few days ago. By the time you read this, it will be gone, as it closes on June 3rd. What a fabulous display of unusual and beautiful cars! No photography allowed, but I wanted so much to share these beauties with all you car lovers that I hunted them down on the internet, and while this is not all of the cars, it is certainly an interesting sampling of the exhibit. Here's hoping you enjoy these pictures half as much as we enjoyed seeing the real thing!



Curves of Steel

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

1934 Chrysler Airflow Imperial



The Airflow was the first American production car to be designed with the benefit of actual windtunnel testing, something that was done on the advice of Orville Wright.

Despite its advanced design - and ride and handling qualities far superior to other cars of the day - the Airflow sold poorly. Early quality problems take some of the blame but the car's odd appearance, especially for the 1930s, probably did more than anything to keep buyers away.

1936 Stout Scarab



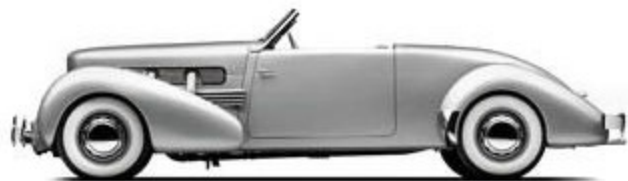
Journalist and engineer William Stout had headed Packard's aircraft division during World War I. Following the war, Stout continued his work in aircraft design. His airplane company was purchased by Ford Motor Co. in 1925 and Stout's design for a three-engined commercial airplane provided the basis for the famed Ford Tri-Motor. Stout went on to create his own small airline, which he later sold to United Airlines. After that, Stout went back to designing airplanes but began to work on cars, as well.

The Scarab's Ford engine was mounted in the rear. Inside, the driver's seat and a rear bench were fixed in place, but two other chairs could be moved anywhere in the cabin. The interior was decorated with wood trim and a varnished wicker headliner.

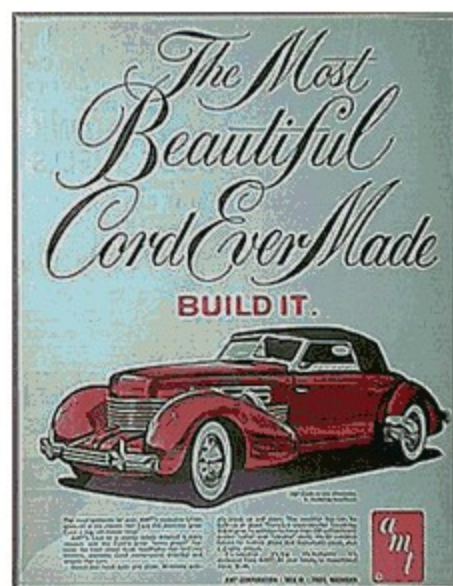
Scarabs were rare and expensive, even in their day. At a cost of about \$5,000 each, they were sold only by invitation to selected influential individuals. At most, nine were ever built.



1937 Cord 812



The Cord 812 was envisioned as a less-expensive Duesenberg. By this time, Auburn, Cord and Duesenberg were all part of the same company with each brand aimed at a different market segment, an idea that had started with General Motors. In the midst of the Great Depression, the market for high-priced Duesenbergs was getting thin. Former Duesenberg designer Gordon Buehrig was coaxed back from a job at GM to create the car, which he based on a design he'd started at GM. Later, it was decided that the car would be a Cord instead of a Duesenberg and that it would have front-wheel-drive, an extremely unusual configuration at that time. (Cord was among the first car companies to use it.) The first version was called the 810, followed quickly by the 812, shown here, which was available with a supercharged engine. Other novel features on the 810 and 812 included retractable headlights and flush taillights. Unfortunately, reliability problems, combined with parent company Auburn Automobile's financial straits, soon spelled the end for Auburn, Duesenberg, Cord and the 812.



1937 Delahaye 145GP

The Delahaye 145GP was built specifically for a try at the French Million Franc Prize, an attempt to break an average speed record set in 1934 in an Alfa Romeo. The Delahaye did it with an average speed of 91 miles per hour over 124 miles. The 145GP wasn't tested in a wind tunnel. Instead, its aerodynamic design was based on intuition. Weight savings were achieved with holes drilled in the pedals, a hollow rear axle and a transmission housing made from aluminum.

1938 Dubonnet Hispano H-6C Xenia

The Xenia was commissioned by race driver and former World War I fighter ace Andre Dubonnet who created a unique suspension design for the car. The Xenia's interior resembles an airplane cockpit. The side windows, made of Plexiglas, lift out and up like gullwing doors. Even the undercarriage was designed to provide the smoothest possible air flow.



1939 Lincoln Zephyr



The Zephyr, named after the streamlined Burlington Zephyr locomotive, was introduced in 1936 as a low-priced entry-level Lincoln. It was the first American production car to use what is now called unibody construction in which the car's body is an integral part of its structure, not just an overlying shell atop a frame.

The Zephyr's beautiful lines showed the influence of Edsel Ford, Henry Ford's son and head of Ford Motor Co. at the time. Edsel was one of the first American auto executives to understand the importance of design. The 1939 coupe version is considered by many to be the handsomest Zephyr of them all. Edsel requested his own modified version of the Zephyr to be used as his private car. That version went into full production in 1940 under the name Continental.

Ford brought back the Zephyr name for the 2005 model year. Again, it was an entry level Lincoln. The name was quickly dropped, however, in favor of the initials MKZ.

1938 Darracq/Talbot-Lago T150-C



In the late 1930s, sweeping aerodynamic lines pointed the way to the future. The 150-C's gorgeous shape stems from the designer's eye for modernism rather than from considerations of efficient air flow. The body was created by coachbuilders Figoni & Falaschi, famous for their flowing, highfendered cars, automobiles that look futuristic even today.

The car's convertible top is concealed entirely within its teardrop shaped tail. The v-shaped windshield folds down for the complete open-air driving experience. The T150-C has a 4.0-liter 140-horsepower 6-cylinder engine.





1941 Chrysler Thunderbolt



Chrysler, which had already embraced aerodynamics with its advanced - but poorly received - Airflow production car, had six versions of the Thunderbolt built for the auto show circuit. They were among the first of what we now call "concept cars." They were built for Chrysler by LeBaron, an independent coachbuilder. The Thunderbolt had a power-retractable hard-top and doors that opened, inside and out, with the push of a button. The front wheels were deeply inset to allow them to turn without hitting the body.



1948 Tatra T87



The Czechoslovakian-built Tatra T77, precursor of this car, was unveiled in Berlin in 1934. In many ways, it presaged the Volkswagen Beetle with its air-cooled rear-engine, rear-wheel drive configuration and short, sloping hood. (It is said that Tatra designer Hans Ledwinka discussed many of the car's particulars with Ferdinand Porsche, designer of the cars that became the Beetle.) But the T77 and T87 were anything but "people's cars." They were fairly expensive automobiles for their day.

The Tatra's aerodynamic design allowed maximum performance from the car's air-cooled engine. Despite power output of only 75 horsepower, the T87 could reach speeds of up to 100 miles per hour. Unfortunately, the Tatra was badly imbalanced. With most of its weight in the rear, the Tatra's tailfin could only do so much to insure stability. The car's tendency to fishtail in fast turns proved fatal to many drivers.



1952 SoCal Belly Tanker



When World War II fighter planes had to carry out long range missions, their small bodies weren't big enough to carry all the fuel they needed. So disposable "drop tanks" were fitted to their undersides. The tanks had an aerodynamic teardrop shape to minimize their impact on the planes' performance.

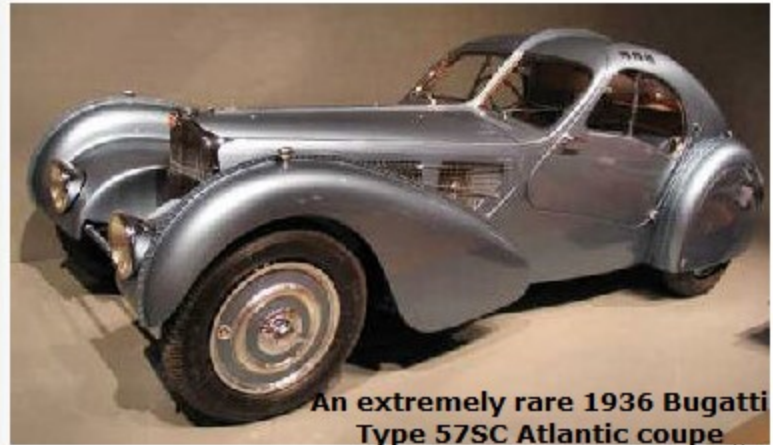
California hot rodders serving in the Pacific theater recognized a ready-made racecar body. After the war, a big 315-gallon tank that had ridden under Lockheed P38 Lightnings was fitted with wheels, a V8 engine in the back and a cockpit up front.

This car, one of many "Belly Tankers" that were built, set a land speed record of 195.77 mph on the famous Bonneville Salt Flats. Despite its immense power and speed, the SoCal Belly Tanker had no front brakes. Because it was driven on a wide open landscape with no other cars, there was little need for quick stops and a full set of brakes would have added needless weight.

1986 Oldsmobile Aerotech



The Oldsmobile Aerotech's 2.3-liter 4-cylinder engine produced an astonishing 800 horsepower. In 1987, race driver A.J. Foyt set two separate land speed records in two different versions of the Aerotech. Built on a modified GM Indy Car chassis, the Aerotech was designed by Ed Welburn, now GM's global head of design. The Aerotech is less than 2 feet tall and rides less than an inch from the ground. The car's underbody includes a tunnel carved out to provide added downforce. Underbody sections can be adjusted to tweak the amount and placement of downforce. GM produced three Aerotechs to prove the capabilities of the company's Quad4 engine. Two were short-tailed (ST) versions and one was long-tailed (LT), the one shown here.



An extremely rare 1936 Bugatti Type 57SC Atlantic coupe

1939 Delahaye 165 Cabriolet



Click on the grille to see the rear view



Click on the car to see larger picture with top up

As one of the world's most voluptuous supercars, this cabriolet design was first released at the 1938 Paris Motor Show. Bascially built on a production version of the V12 145 racecar, it received accolades for both radical performance and world class elegance.

Of all the cabriolet bodies that Figoni et Falashi made, this sweeping design is their most harmonious. Dashes help split up the profile and conceal the engine bay vents as well as the door handles. Chrome brightwork runs along the sills and neatly wraps around the rear end brake lights.



1936 Peugeot 402 Darl'mat Coupe

Private BBQ Party at the Dobsons'

By Chuck and Sandi Weschler

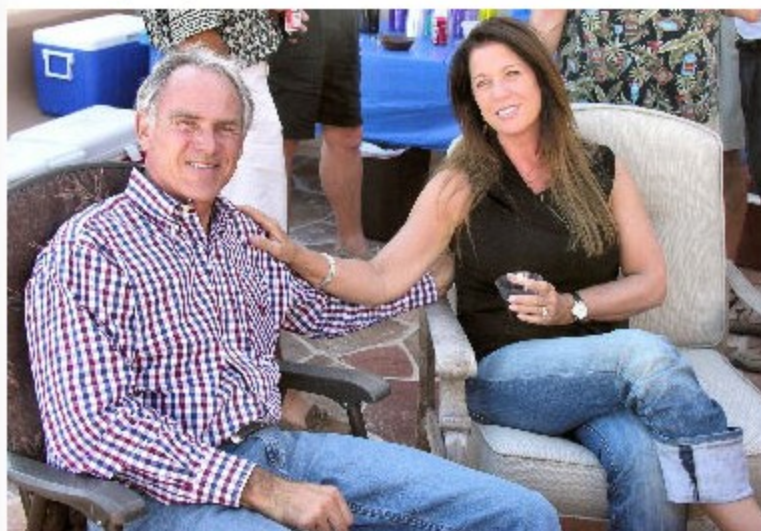
It was 3PM on Saturday, June 9th, and 19 Corvettes with drivers and passengers were headed to the "West's Most Western Town," Wickenburg, and a private party at Jim and Dorinne Dobson's lovely home. We were joined by two more cars upon arrival.



Private BBQ Party at the Dobsons'

[Contents](#)

[Close](#)



Private BBQ Party at the Dobsons'



Private BBQ Party at the Dobsons'

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



Private BBQ Party at the Dobsons'

The Dobsons' home provided us all a perfectly beautiful, comfortable magical setting to enjoy views of mountains, sunsets and desert vistas. This scene was visible wherever you sat or stood, sipping, eating and chatting among Corvette friends.



Private BBQ Party at the Dobsons'

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



Private BBQ Party at the Dobsons'



We were treated to an array of appetizers, from dips to guacamole-stuffed eggs to start the evening. Our entrée consisted of tasty BBQ beef and pulled pork with a wide assortment of side dishes consisting of beans and salads of all kinds.

Private BBQ Party at the Dobsons'

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



Private BBQ Party at the Dobsons'



And what diner can finish without a dessert? We had a selection of chocolate cake, torte, pie and a fruit pizza. Thanks to all the great cooks for their delicious food contributions.



Private BBQ Party at the Dobsons'

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



Private BBQ Party at the Dobsons'



Private BBQ Party at the Dobsons'

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



Private BBQ Party at the Dobsons'



Private BBQ Party at the Dobsons'

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



This was truly an event worthy of our Club's mission statement to provide fellowship in a social environment involving our Corvettes.

Thanks to Walter and Michele for organizing and leading us again on a great trip. A special thanks to our host and hostess, Jim and Dorinne, for opening up their stunning home.

Chuck and Sandi Weschler



I don't know about you, but I'm really looking forward to the trip to Flagstaff on August 11th and 12th. That is such good timing to take a break in the cool pines of Flagstaff.

Walter, as always, has lots of fun things planned for this outing. Hope to see you all there!!



Looks like all the Vettes at the Havana Cafe were YELLOW!!!!

The Out of Country Experience

By Lonnie Schaffroth

On Saturday evening, June 30th, Scottsdale Corvette Club members met for an evening of conversation, enjoyment and exotic food.

The Out of Country Experience

[Contents](#)

[Close](#)



Rollie and Walter

This gathering took place at the HAVANA PATIO CAFÉ.

Walter sat at the head of the table and an excellent host he was.

Mark captured the gathering to provide enjoyment for all and to provide a challenge for the by yet unborn archaeologists to determine just how Corvettes drove to Cuba.

The Out of Country Experience



Michele, Lyn and Kris

The Out of Country Experience

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



Lonnie, Bob and David



Alice and Lon



Roseann and Kay



Dorothy and Michael

Editor's Note: Mark Bales, the photographer, forgot to take pictures of himself and his lovely wife, Kathy! Maybe that's why there are three yellow Corvettes in the picture of the Havana Cafe?

If you'd like to see what you missed at this dining experience, go to www.havanacafe-az.com and check out the menu.

* * *



Here's Mike Cassel driving down a nice straightaway, just right for picking up a little speed, during the 2007 Copperstate 1000!



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

- Mark Bales*
- Carol Brandwein and*
- Bob Bailey*
- Mike Cassel*
- Jim Dobson*
- John Runyon*
- Lonnie Schaffroth*
- Mark Shaw*
- Sandi and Chuck Weschler*

ANNOUNCEMENTS

The July 15th-19th trip to Ruidoso, New Mexico, has been canceled. Too many people on vacation and not enough interest generated to make the trip worth the work and advance planning required.

August 11-12 - The trip to Flagstaff via the backroads will be a fun and cooling experience! Just when you thought you couldn't take the Valley heat any longer, here's your chance to join us on a drive up through Payson, stopping at Kohl's Ranch for lunch, then on to Flagstaff by way of Pine and Mormon Lakes. We'll be overnighing at Little America, which is one of the best hotels in Flagstaff, and dining at the Western Gold dining room at Little America on Saturday night. Reservation deadline is Wednesday, August 1st, so be sure to let Walter know and make your hotel reservations prior to that date.

August 25 - We'll be going to the Race Factory in Phoenix to test our driving skills in go-karts, and getting together for a social time at a restaurant after the "races." More details on this outing will be forthcoming from Walter. The website is www.F1RaceFactory.com if you'd like to check it out for yourself.



September 16-19 - the long awaited trip to Santa Barbara, California, that Walter has been talking about organizing for some time now! A four-day trip starting on Sunday and ending on Wednesday! The average daytime temperatures in Santa Barbara in mid-September are low to mid-seventies! If this sounds good to you, watch for more details coming your way soon!

September 29 - Our third Ethnic Epicurean Experience! If you attended the dinners at Tawook in March and at Havana Patio Cafe in June (described elsewhere in this newsletter), you know you don't want to miss this one! We don't know where we're going yet, but Walter promises that it will be interesting and different. See you there!

MEMORY LANE



REMEMBER WHEN....By Mark Bales

11th Annual Gambler's Classic

Back in March, 2003, eight SCC Corvettes led by the Weschlers, attended the annual Gambler's Classic Corvette Show in Laughlin, NV. It was quite an experience. It was our second run to the show, having made the trip the previous year. But this is the one I will always remember. Four hundred and eighty, yes, 480 Corvettes attended that year. What a site to behold! Dozens of cars representing every generation parked side by side.

It wasn't just the cars that made this a fun weekend. SCC members had a blast! Hosted by the Bakersfield, CA Corvette Club, the Classic featured live entertainment on Friday evening. I believe it was "Joey and Maria's Wedding," or something like that. The show included group participation, and the SCC certainly obliged.

Memory Lane

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

In fact, fellow members Dick Kulczycki, Mike Cassel and Bob Findsen got right up close and personal with Joey's ex-girlfriend and a few members of the wedding party. Everyone participated in the "reception." We danced our booties off!





The weekend included a Poker Run, car show, raffle drawings and plenty of eating and drinking. When we weren't looking at Corvettes, some of us did a little gambling. As I recall, the ride home was an experience for the Durbys and Cassels. I believe they made a wrong turn and saw parts of California they hadn't planned on visiting. All in all it was a really fun SCC outing.

Note: The Gambler's Classic is still running. Although it moved to Primm Valley for a few years, it is now back in Laughlin. Who knows, maybe one of these years we will return.

Mark Bales



[Click on This Picture for a Closer View](#)

**EVENTS OF INTEREST IN THE
ROADRUNNER REGION OF NCCC**

July 21-22

Monsoon Madness

Colorado River Corvette Club and
Thunder Vette Set

Low Speed Auto Cross at

Sierra Vista Municipal Airport

Contact: Jack Williams, Governor -
520-459-3475

August 31-September 2

Second Annual Corvette Roulette

Las Vegas Corvette Association

Car Shows, Poker Rally and Low Speed Autocross
at the Orleans Hotel & Casino

Contact: Bonnie Corbett 702-566-6787

September 29

Historic Prescott All Corvette Show

Prescott Vette Sette Corvette Club

People's Choice Car Show,

East Side of Courthouse Sq.

Contact: Curt Franz at PrescottVett@aol.com

Website is Prescottvettesette.org for info



AN AMERICAN REVOLUTION



*For a great deal on any Chevy product, not only Corvette,
contact Jack Macrino, 480-570-1530
or Bob Ostapovich, 480-220-3242.*

For the best in service, contact Steve Nichols, 480-368-3949.

*Make sure you mention that you are with the
Scottsdale Corvette Club!*