



July/August 2008 A Newsletter for Corvette Enthusiasts 104 Members

[www.scottsdalecorvetteclub.com](http://www.scottsdalecorvetteclub.com)

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*In this issue...*

*Coming Events, Trip to  
Grand Canyon Skywalk &  
Peach Springs, Party at  
the Weschlers', Ethnic  
Epicurean Dinner,  
Memory Lane And More...*



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Meetings:

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



**!NEW LOCATION!**

Starting in July 2008,  
Meetings will be held  
at:  
**Gainey Ranch Golf Club,  
Ballroom C  
7600 Gainey Club Drive  
Scottsdale, AZ**



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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.*

### **2008 Board of Directors**

#### **President**

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#### **Membership Director**

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#### **Secretary/Newsletter Editor**

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#### **Past President**

John Runyon (480) 575-0581 [jjrunyon@cox.net](mailto:jjrunyon@cox.net)





## *New Cruisers*

Mark & Sue Naylor & their 2001 Dark Navy Blue Coupe  
Jim & Inga Waters & their 1990 Ruby Red Convertible

### July

## *SCC Birthdays!*

Bob Cherner - July 1st  
Mark Naylor - 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  
Fran Harder - July 16th  
Tim Jayne - July 16th  
Lon Durby - July 17th  
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  
Bernhard Muenger - August 19th  
Bob Ostapovich - August 24th  
Mark Shaw - August 26th  
Jane Anderson - August 27th



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## *Coming Events!*

**July 9th - Club Dinner Meeting**  
**July 16th - Vette Vixens Dinner**  
**July 17-20th - Monument Valley/Pagosa Sp. CO Trip**  
**July 23rd - Board Meeting**

**August 13th - Club Dinner Meeting**  
**August 15-17th - Salt River Canyon Trip**  
**August 20th - Vette Vixens Dinner**  
**August 27th - Board Meeting**

**September 10th - Club Dinner Meeting**  
**September 12-14th - Coronado Trail (South to North)**  
**September 24th - Board Meeting**  
**September 17th - Vette Vixens Dinner**  
**September 27th - Ethnic Epicurean Experience**

**October 8th - Club Dinner Meeting**  
**October 15th - Vette Vixens Dinner**  
**October 18-19th - Tombstone-Kartchner Caverns Trip**  
**October 22nd - Board Meeting**

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





## From the Driver's Seat...

**Mike Cassel**

Well, the Long Hot Summer is here! We had such a wonderful spring and then all of a sudden "BAM", someone flipped the switch to HOT. Hopefully some of you have plans that will get you of the Phoenix heat for at least a little while this summer. The club does have a July event to help you get some relief from the heat in the form of a trip to Monument Valley and Pagosa Springs Resort. For those who are going on this trip, enjoy!

The really big news at this time is the change in location for our monthly dinner meeting starting with the July 9th meeting. We are very excited to move our meeting location to the Gainey Ranch Golf Club. For those who remember our meetings at the Hyatt, this should be very similar in every way. At Gainey

Ranch Golf Club we will once again have the our main meeting location requirements fulfilled; private meeting room, private or segregated parking, individual checks, the ability to select food from a limited menu, and all in a very upscale and beautiful setting. Our food selections will be from a limited menu of 3 or 4 items and we will be able to change our menu periodically to provide greater variety. I think it should be as perfect of a setting for our members as we could hope for. This is a very exciting change for our club!

On another subject, it is time to start thinking about the SCC board and the vacancies that will be in need of filling for the next year. Our club cannot flourish or even survive without members being willing to serve as board members and to perform the various functions of the board. One known vacancy is that of Activities Director. Walter Juessen has done a marvelous job for us in this capacity over the past three years and he is ready to relinquish it (deservingly so) to someone else. There are a couple of different ways we as a club can approach the duties of Activities Director but we need someone to oversee this important function. If you have an interest in this position or would at least like to talk about it please contact me.

Have a wonderful and safe summer. See you at the Gainey Ranch Golf Club!

Remember, drive it like you stole it!

Mike Cassel





## NEW MEETING LOCATION!

It's a dream come true! Scottsdale Corvette Club's new meeting location, starting with the July meeting, on Wednesday, July 8th, will be at the Gainey Ranch Golf Club in Ballroom C, 7600 Gainey Club Drive in Scottsdale. We'll have a private room, separate checks, cash bar, in a beautiful setting - all the things the Club requires! Thanks to Connie and Mike Cassel for finding this meeting place and working out the details for the Club!



## CALLING ALL VETTE VIXENS!

Mark your calendars now to reserve the third Wednesday in July for the next Vette Vixens dinner. Watch your email for details that will be forthcoming from our leaders and coordinators, Kathy and Jane!





## Editor's Corner

With summer upon us and many people going north to try to escape the heat, we'll be seeing a smaller group at our membership meetings in July and August. Jim and I will miss out on the July meeting, which will be a momentous one as the Club moves to a new meeting place at the Gainey Ranch Golf Club. I know you will all want to come out and try out this new venue, which promises to be an exciting one for the Club.

This issue of the newsletter features our illustrious President, Mike Cassel, and his wife, Connie. Connie was the mover and shaker behind our move to the Gainey Ranch Golf Club. She first approached the "powers that be" at Gainey Ranch over a year ago, with no results. She kept in touch though, and recently they called her to say they were interested in talking about what could be worked out for the Club.

### Editor's Corner

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Jim and I are looking forward to the July trip, with only three member couples from the Club going to Monument Valley and Pagosa Springs for a four-day trip. We'll get to spend time in the cool high country. We expect to meet up with the Gutherlesses for dinner one evening, as they are in Durango, Colorado, with their motorhome for a couple of months.

Thanks to Mark Bales for all the wonderful pictures in this issue of the trip to Grand Canyon Skywalk and the Weschler barbecue, his tech information, and last but not least, his unsolicited contribution of the Memory Lane article (with photos) on the Coronado Trail, as a "come on" to entice you all to sign up for the Club's trip to the Coronado Trail on September 12-14 this year. It's always a fun time, a great drive, and it'll be nice and cool up there in the higher elevations along Route 191.



Dorinne



## WHAT'S NEW FOR CORVETTE?

### By Mark Bales

Mark contributed two articles from AutoWeek magazine for this month's newsletter feature. Here they are:

#### **ZR1 costs \$105,000, runs to 205 mph** By GREG MIGLIORE

We knew the Corvette ZR1 was fast, and was going to be pricey. Now we know exactly how pricey.

The ZR1 will carry a sticker price of \$105,000, including shipping charges and gas-guzzler tax, when it goes on sale this summer. The gas-guzzler tax accounts for \$1700 of the price.

There are just two options-\$2,000 for chrome wheels, and a \$10,000 interior package that includes leather-trimmed sports seats with the ZR1 logo, side air bags, Bose audio and a navigation system.

A General Motors spokeswoman said the short options list is by design, since Chevrolet anticipates many fans will want the base car sans the added weight. A fully optioned ZR1 will total \$117,000.

But with GM planning to build just 2,000 ZR1s a year, many Chevrolet dealers are expected to ask for more than the sticker price to part with the car.

GM said the ZR1 will sprint from 0-60 mph in 3.4 seconds, edging the Corvette Z06 by three tenths of a second. Stretch that drag race out to 100 mph, and the ZR1 betters its stablemate by nearly a full second, posting a tire-smoking time of 7.0 seconds.

#### What's New for Corvette?

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The 6.2 liter, 638-hp LS9 V8 propels the ZR1 to a top speed of 205 mph, giving it the title of fastest Vette ever, and putting it into the rarified exhaust fumes usually emitted only by the Europeans.

Fuel economy (as if it matters): An EPA-estimated 14 mpg in the city and 20 mpg on the highway.

This article was last updated on: 06/17/08, 14:00 et



#### **Dutch Mandel: The true cost of Corvette ZR1** It goes beyond the sticker price By DUTCH MANDEL

Take a look at the Corvette ZR1 that accompanies the adjacent story and tell me you wouldn't lay out the \$105 large to nestle in its luscious, buttery leather seats.

**What's New for Corvette?**

This car represents everything that is good and right in America: power, presence, attitude in an uncompromising package.

The problem, of course, is that virtually NO ONE will be able to buy one for this "bargain-basement price." Why? Because another thing this car represents is a chance to practice what is good and right (and wrong and unjust) in America: greed.

Right now Chevrolet dealers across the country are champing at the bit to know how many of these beasts they will get--and know how much they can pack onto the Monroney sticker.

Call it what you want--an additional dealer mark-up, a market-adjustment rate, customer abuse--dealers across the country will jam it to the googly eyed and lustful ZR1 owners.

And before our phone lines light up, this is a practice that has happened since the dawn of time. It is a function of supply and demand; so long as there are fewer vehicles than there is want, people will pay a premium for them. The same goes for everything from truffles to designer jeans to prime real estate.

Only the big dealers who have been traditionally strong selling Vettes in large metro areas have a chance to get more than one. So rare will this bird be that you'll be lucky to see it on the road. That won't prevent a dealer from jamming a ZR1 owner.

And this could be one of the great paradoxes in the car business. Car dealers rely on carmakers to give them the vehicles they need to do business well. A manufacturer relies on dealers to push its products. Car dealers are independent business-people who can set prices wherever they believe; after all, they receive a "manufacturer suggested retail price." If they can get \$30,000 or \$50,000 or \$100,000 over what the MSRP is, why shouldn't they benefit from what the market will bear?

**What's New for Corvette?**

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Hey, Chevy dealers are not alone. Mini dealers are getting \$5000 over sticker for Cooper Clubmans; Land Rover dealers were enjoying a pop for supercharged Range Rover Sports; Nissan dealers eye the GT-R supercars as a way to earn some extra cash.

What does this really mean, however, for companies in the real world? A consumer doesn't think of a dealer as being separate from the manufacturer. If they get hosed down trying to buy the car of their dreams, they won't blame the dealer, at least not entirely. No, that ire rests on the manufacturer as well.

Precisely what General Motors--or anyone, for that matter--does not need during these trying times.

This article was last updated on: 06/17/08, 14:00 et





## FEATURED MEMBERS MIKE & CONNIE CASSEL

Connie and I first became involved with the Scottsdale Corvette Club in 2000 when a couple we knew told us they were going to check out a Corvette Club and asked if we wanted to go. We had wanted to get with a Corvette group but just hadn't done anything yet so we were anxious to check out the SCC as well. We obtained the meeting information and met our friends at Sam's Café where the Club was then holding their dinner meetings. We were driving a 1996 LT4 coupe and our friends had a 1965 roadster. Connie and I had a wonderful time at that first meeting and enjoyed meeting all of the very friendly members present. We joined the Club immediately but our friends did not because they were concerned their '65 was not road worthy enough to participate in the events and some other lame excuse.

Since that first meeting (and until this year) we very rarely missed an event or a monthly meeting. Actively participating in the many events allowed us to get better acquainted with many of the members and build some wonderful friendships. Some of our clos-

Featured Members Mike & Connie Cassel

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est friendships are the ones made in the Scottsdale Corvette Club. We feel badly that we have not been able to participate as much during the last 18 months or so due to circumstances beyond our control but we hope that will change. We can't emphasize enough how rewarding it is to actively participate in as many of the club events as possible.

Connie and I have been car people ever since early "adulthood". It all started when my sister gave me a model car kit for my birthday when I was about 11. I loved building model cars and lived my car dream vicariously through model building until I was old



Featured Members Mike & Connie Cassel



enough to work on real cars. My father was a diesel mechanic (worked on cars too) so I had a first hand education on working with real cars and trucks of all kinds. I bought and sold my first car (1952 Oldsmobile) before I had a drivers license. That is probably a little unusual, considering you can have a drivers license in Kansas

at 14 1/2 years of age. The third car I owned was a 1959 Corvette, black with red interior which I purchased two weeks after my 16th birthday. I work-



Mike & Connie's Blue Z06/Z16 in the Parking Lot  
Next to Mark's Yellow C6

Featured Members Mike & Connie Cassel

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ed weekends, in the evenings after school and had summer jobs at an early age so I was able to afford my car habit since I had no other expenses...oh, those were the days!

Connie's love of cars came early as well primarily due to her having an older brother who had some very nice cars and loved to drive them spiritedly! He actually taught Connie how to drive and that is probably why she still likes to drive cars with a heavy foot. She appreciates cars with power and loves to drive the Corvette whenever possible. Years ago she had a 5.0 liter, 5-speed Mustang convertible and to this day she insists on owning cars with V8's and horsepower....my kind of woman!!





Featured Members Mike & Connie Cassel

We currently have a 2004 Z06/Z16 that we both love. It seems to have a personality unlike any other Corvette that we have owned lately. The only other Corvette I have owned that had a similar "personality" was a 1969 427/390 coupe. I had that unrefined side to it that I think makes a Corvette. I have had several Corvettes in the past that I wished I had back and I have vowed that will not be the case with this car. In addition to the '59, the '69 and the current '04 we have had a '67 coupe, '84 coupe '96 coupe and '02 coupe.

Connie and I have been on the SCC Board of Directors for 6 years. I served as Treasurer for 5 of



Featured Members Mike & Connie Cassel

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those years and am currently serving as President. Connie has worked on several projects including helping to paint the Ronald McDonald apartment and was key in planning and coordinating the Holiday Party the last several years. This year as President has been somewhat trying in that we are faced with the task of finding a suitable place to have our monthly meetings. It seems that we just cannot satisfy all of the requirements we have set for that perfect meeting place. I think the issue of deciding upon a monthly meeting location is the most challenging issue we have this year.

We have both enjoyed our involvement with the SCC Board because it provides yet another social venue on a smaller scale than the monthly dinner meeting.





**Featured Members Mike & Connie Cassel**

In talking with Connie, I asked her about her early memories of SCC. She recalled the first holiday party she and Michael attended which was held at the Desert Botanical Garden. Connie has been organizing the holiday parties for the Club since the first time this annual gala was held at Grayhawk Golf Club.

Connie is a very active person who firmly believes in volunteering. She was on the Board of Directors of her homeowners' association for nine years, and for five of those years also served as Treasurer. She retired from the travel business in 1985. She enjoys reading, bowling, golf and dancing.

Connie and Michael met on a blind date. They have five children and nine grandchildren.

If Connie could send a message to the members of SCC, it would be: Get involved in the Club. Run for the Board and put your ideas to work for the good of the Club.

Thank you to Mike and Connie for agreeing to be the featured members in this issue of the Newsletter.



*This beautiful scene is yours to behold - but only if you sign up and take the trip to the Salt River Canyon with SCC in August. This is a three-day trip on Friday, August 15th, through Sunday, August 17th. Walter will be sending out more details on this trip very soon. If you love to drive your Corvette on curvy roads, then the Salt River Canyon trip is one you won't want to miss! Watch for details on your email!*



# ***TRIP TO THE GRAND CANYON SKYWALK AND PEACH SPRINGS***

***MAY 16-18, 2008***



*The View from Grand Canyon West Ranch*

Three Corvettes and a Jeep made the trip from Scottsdale, via Wickenburg to pick up the Dobsons, up Highway 93 towards Kingman on Friday morning, May 16. We stopped for lunch at Luchia's in Wikieup, where we encountered the two desperados pictured at right, who bore an uncanny resemblance to Jim and Walter.







*We arrived a little early at Dolan Springs where we were to park our cars and take a van to the Grand Canyon West Ranch for lodging and dinner Friday evening before making the trek to the Skywalk on Saturday morning. To pass the time, we migrated to the local watering hole for refreshments, and one of the local yokels took a shine to Dawn and joined our party. (He's in the back of the picture in the red jacket.)*



*We arrived at Grand Canyon West Ranch, where there was lots of sand and horses and cowboys. The facilities are fairly new, built within the last couple of years to accommodate visitors to the Skywalk. Still they have managed to maintain a very rustic, minimalist style. So minimalist in fact that they forgot to put anyplace to hang up a coat or shirt - not only no closet, but not even a hook in the place! Horses and cowboys walked back and forth in front of our cabins all evening, so we felt like we were indeed on a ranch.*



Trip to Grand Canyon Skywalk & Peach Springs

*The following pictures will give you a little flavor of "life at the Grand Canyon West Ranch."*



*This is where they deal with guests who do not obey the rules at the Ranch!*



*Cocktails before dinner at the Ranch*

Trip to Grand Canyon Skywalk & Peach Springs

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*Jim found his initials on one of the cabins!*



*Dawn attempts the hatchet throw.*





Walter tries to throw small football through hole - any hole - in board!



32 Manny and Dawn found their next new vehicle!





*Here we all are, relaxing after dinner at the Ranch*





Walter tries on coffin for size!



Dinner at the Ranch

## Trip to Grand Canyon Skywalk & Peach Springs

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*On Saturday morning we arose, ate breakfast at the Ranch, and packed up our belongings to head out. Our van took us to the gateway to the Skywalk, where we purchased our tickets to go out on the Skywalk. After all the hype about not being able to purchase tickets until you get to the Skywalk, since many people don't want to go out on it after seeing it, we were dismayed to find that we were required to purchase the tickets, and we were still a 20-minute bus ride away - we had seen nothing resembling the Skywalk yet. Ironically, Walter and Michele, from Gstaadt in the Swiss Alps, declined to purchase tickets to walk out on the Skywalk. As it turned out, they were the smart ones! I think they saw as much of the Canyon from the edges of the Canyon surrounding the Skywalk as those of us did who went out on the Skywalk. And they saved \$60!*

*As a person with no fear of heights, I thought the Skywalk was enormously overrated! It is not nearly so ethereally high and hugely hanging out over the chasm as the advertising would have you believe. It was fun to walk out on it and look down at the rocks underneath, but there was no mile deep chasm under the Skywalk - just the rocks forming the edge of the Canyon. The Canyon is particularly beautiful in this area, with many formations, and a wide expanse of the Colorado River is visible from the Skywalk.*





*The Hualapai Indians are building a hotel and a restaurant to the left of the Skywalk.*









*The view from the Skywalk*





44 This formation is called Eagle Rock. Click on the head of the eagle in the center of the picture to see a closer view. 45



## Trip to Grand Canyon Skywalk & Peach Springs

*We ate lunch at the Skywalk, and then headed back to the gateway where our van awaited to take us back to Dolan Springs.*



*We drove back to Kingman through the mountains instead of taking Highway 93, and it was a very scenic trip. We took Old Route 66 to Peach Springs, arriving mid-afternoon. Some of the group went to see Grand Canyon Caverns, which is just a few miles down the road. There our brave Corvetters encountered a sloth - pretty scary looking! Later we all gathered for cocktails in Dawn and Manny's room, and ate dinner in the Hualapai Inn's dining room.*





## Trip to Grand Canyon Skywalk & Peach Springs

On the counter at the registration desk at the Hualapai Inn was a sign that said "Trains run every 15-20 minutes. Ear plugs available." We lucked out and got a room on the street side of the hotel, but Manny and Dawn's room was adjacent to the railroad tracks. At breakfast the next morning, Manny said, "Did you hear the trains last night?" Jim and I said we hadn't noticed them, except when we awoke that morning. Manny said the earplugs didn't help - he was unable to sleep with all the racket of the trains and the whistles throughout the night.



After breakfast on Sunday morning, we headed down Old Route 66 to Seligman where we spent some time sightseeing. On the way we saw a

## Trip to Grand Canyon Skywalk & Peach Springs

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*The group (sans Mark!) with Angel Delgadillo in his Seligman store*



# Trip to Grand Canyon Skywalk & Peach Springs

number of Burma Shave signs; they sure brought back some memories of the old days on Route 66. If you'd like to refresh your memory, go to this website <http://cruzintheavenue.com/DYRT.htm> sent to me by Mike Cassel recently, and you can even hear the Oakridge Boys sing "Do You Remember These?" while watching the Burma Shave signs. The Delgadillo Café was not open, so we didn't get to go inside, but it's a fascinating place with lots of memorabilia and a lot of old cars in the back. Angel Delgadillo posed for a picture with us (see the prior page).

We left Seligman and headed to Ash Fork and on to Prescott for lunch at Murphy's Gurley Street Grill, where we had a delicious lunch. Then we all headed for home after a very enjoyable weekend trip. Many thanks for Walter and Michele for another great trip, and to Mark for his excellent photography.



**MARK BALES WAS THE WINNER!**

**175 BIG ONES!**

**WENT TO MARK BALES AT  
THE MEMBERSHIP  
MEETING ON JUNE 11TH!**

**Next Month's Drawing Will Be \$25.00.**

**Who said it doesn't pay to attend SCC meetings?**

## A CORVETTE LOVER'S DREAM



This is just part of a collection owned by a guy in Ankeny, Iowa. Pretty impressive! Turn the page to see even more of this vast array of Corvettes.





More Corvettes!

## BARBECUE PARTY AT THE WESCHLERS'

Saturday afternoon, June 19th, found nearly 40 Corvetters gathered under the shade of an overhang in the parking lot at 27th Drive and Carefree Highway, where we met to caravan to Chuck and Sandi's home in Sonoran Foothills. It was bright and sunny and HOT! We had all hoped for a nice cool spring day - sunshine, yes, but not sizzling sunshine! Chuck met us in the parking lot and led us on the winding roads to the party site.

The theme of the party revolved around Flag Day which is observed on June 14th. Sandi had

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red, white and blue decorations, and she and Chuck wore shirts with American flags on them.





Barbecue at the Weschlers'



We had oodles of wonderful food, with barbecued ribs and chicken. It was a fun party and a great chance to get together with friends and socialize.



Barbecue at the Weschlers'

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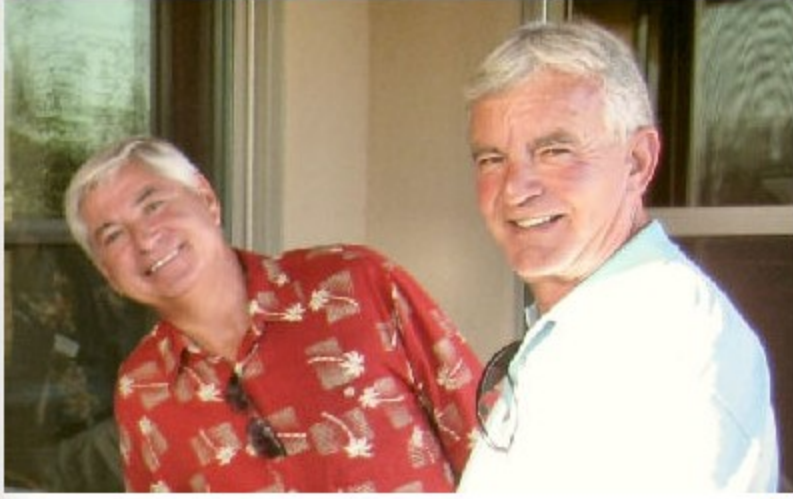
Barbecue at the Weschlers'

Once the sun went down, it cooled off into another beautiful Arizona evening, and we were able to eat our dinners on the Weschlers' beautiful patio.



Barbecue at the Weschlers'

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# Thank You, Thank You,

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

- Mark Bales*
- Mike & Connie Cassel*
- Jim Dobson*
- John Runyon*



## AN ETHNIC EPICUREAN EXPERIENCE AT



There were seventeen of us on Saturday evening, June 28th, who gathered at Indian Paradise, Cuisine of India, on Hayden Road in Scottsdale, to enjoy another interesting dining experience.



### An Ethnic Epicurean Experience

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We gathered in the bar for beer, wine, cocktails and conversations with friends, some of whom we hadn't seen in a while.



When we sat down for dinner, the menu proved to be comprehensive, with sections on chicken, lamb, curries, tandoori, breads, and many other interesting-sounding dishes.









First came a very thin cracker bread with a couple of sauces and some pickled carrots, as complimentary starters. What to order! There were so many choices. We perused the menu and discussed the options. Our Club gourmand, John Runyon, suggested the vegetable samosas for an appetizer, and said we should be sure to order some naan (bread). We took his advice. Jim and I ordered chicken curries. Walter and Ken ordered lamb vindaloo (very spicy). And Fran ordered the chef's special - what a feast that was! It had grilled lamb, chicken, shrimp and vegetables, and it sizzled when they brought it to the table.

And here's a picture of Fran getting ready to savor this beautiful dish!







Our dinner at Indian Paradise was another adventure into a cuisine with which many of us are not familiar. And another opportunity to meet and chat with our friends. Thanks to Walter and Michele for arranging another successful Ethnic Epicurean Experience!

Dorinne



## Le Mans Organizers Honor Corvette by Naming "Corvette Curves"

### *Corvette Racing Heritage Is Permanently Linked with 24 Hours of Le Mans Circuit*

LE MANS, France, June 14, 2008 - The Circuit des 24 Heures du Mans, the home of the 24 Hours of Le Mans, embraces some of the most recognizable names in motorsports. Road racing enthusiasts around the world revere Tertre Rouge, Mulsanne Corner, Arnage and the Indianapolis Corner. Now a new name has been added to this honor roll: the Corvette Curves.



The Automobile Club de l'Ouest (ACO), organizer of the world's most famous sports car race, has recognized Corvette's rich racing heritage by naming the section of the Le Mans circuit between Virage Du Pont and Maison Blanche in honor of America's iconic performance car.

"Success at Le Mans has played an important role in establishing the performance reputations of automobile manufacturers since the first 24 Hours of Le Mans was contested in 1923," said Ed Peper, GM North America Vice President, Chevrolet. "Chevrolet is truly honored that the ACO has recognized Corvette's contribution to Le Mans' racing legacy by naming the Corvette Curves in perpetuity. It's a distinction that will forever link Corvette with this prestigious event."

This year's race marks Corvette's 48th anniversary at the 24 Hours of Le Mans. The marque first competed at Le Mans in 1960 when John Fitch and Bob Grossman drove Briggs Cunningham's Corvette to a victory in the large displacement GT class. Notable Corvette and Chevrolet racers at Le Mans include Bob Bondurant, Dick Guldstrand, Jim Hall, Phil Hill, Dick Smothers, John Greenwood and Cale Yarborough.

The arrival of Chevrolet's factory Corvette Racing team at Le Mans in 2000 signaled the start of a new dynasty in the production-based GT1 category. Corvette Racing has scored five wins (including four one-two finishes) and 13 podium finishes.

"Le Mans is a global stage for manufacturers and a showcase for advanced technology," said Peper. "With Corvette as the

lead product for the rapidly growing global Chevrolet brand, Le Mans is an ideal arena for Chevrolet to demonstrate the depth of our technology and the talent of our people."

General Motors Corp. (NYSE: GM), the world's largest automaker, has been the annual global industry sales leader for 77 years. Founded in 1908, GM today employs about 266,000 people around the world. With global headquarters in Detroit, GM manufactures its cars and trucks in 35 countries. In 2007, nearly 9.37 million GM cars and trucks were sold globally under the following brands: Buick, Cadillac, Chevrolet, GMC, GM Daewoo, Holden, HUMMER, Opel, Pontiac, Saab, Saturn, Vauxhall and Wuling. GM's OnStar subsidiary is the industry leader in vehicle safety, security and information services. More information on GM can be found at [www.gm.com](http://www.gm.com).

*Ed. Note: This article and the one on the next page were sent to me by Carolyn Van Santen, former SCC member, and I thought you all would enjoy them. Thanks to Carolyn!*





## Corvette Racing Finishes Second and Third in 24 Hours of Le Mans

### American Team Scores 15th Podium Finish in France

**LE MANS, France, June 15, 2008** - For the second consecutive year, Corvette Racing finished second in the GT1 class in the 24 Hours of Le Mans. Johnny O'Connell, Jan Magnussen and Ron Fellows completed 344 laps in their No. 63 Compuware Corvette C6.R, finishing on the lead lap with the winning No. 009 Aston Martin DBR9 of David Brabham, Antonio Garcia, and Darren Turner. The No. 64 Compuware Corvette C6.R driven by Oliver Gavin, Olivier Beretta and Max Papis finished third with 341 laps completed.

The twice-around-the-clock race featured a hard-fought battle for the GT1 title between Corvette Racing and Aston Martin Racing. The No. 63 Corvette C6.R and the No. 009 Aston Martin DBR9 were in lockstep from the start, trading the lead and separated by less than a lap in the running order for hour after hour. Rain arrived at the Circuit de la Sarthe before sunrise and returned as the race drew to a close, compelling teams and drivers to develop new strategies and make difficult tire decisions in the rapidly changing conditions.

The turning point came in the 17th hour when the Corvette Racing crew had to replace the No. 63 Corvette's right front brake pads. Although the work was finished in less than 90 seconds, the Aston Martin gained valuable track position. After scoring five wins in seven years, Corvette finished second to Aston Martin Racing for the second year.

### Corvette Racing at LeMans

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"Once again, we saw one of the epic battles in all of sports car racing," said Corvette Racing program manager Doug Fehan. "When you can take two cars, run them for 24 hours, and have them finish just minutes apart, it's an incredible achievement for both teams. We had a brake issue with the No. 63 Corvette and overcame a problem with the alternator in the No. 64 Corvette, and both cars finished on the podium. When we look at Corvette Racing's overall record and performance here at Le Mans, Chevrolet can be proud."

In the sixth hour, the No. 64 suffered a broken alternator connection that required six minutes to repair. Then at 19:24 into



*Corvette Racing, 24 Hours of Le Mans, June 14-15, 2008, Le Mans, France, C6.R #63 was driven by Johnny O'Connell, Jan Magnussen, and Ron Fellows to second in GT1, C6.R #64 was driven by Oliver Gavin, Olivier Beretta, and Max Papis to third in GT1 (Richard Prince/GM Racing Photo).*



## Corvette Racing at LeMans

the race, the crew removed and replaced the engine compartment undertray. Papis rejoined the race five minutes later, losing one lap in the process. Both Corvettes made 29 pit stops during the 24-hour race.

"This has probably been the best we've been able to race for the entire distance," commented team manager Gary Pratt. "We had a good strategy to pick up a lap by running 14-lap fuel stints, but we got hung up by the safety car. In the night and in the rain, the Astons could pull away from us a little, and we couldn't seem to get it back. We started to catch up in the daylight, but then the rain returned. The Corvette Racing team worked hard, we never gave up, and we made it a close race."

"The effort that Chevrolet and Corvette Racing put into this event is gigantic," said Johnny O'Connell. "Ninety-nine percent of teams would be ecstatic to finish second at Le Mans two years in a row, but we have high expectations and lofty goals at Corvette Racing. Had the weather not gone the way it did, with our strategy of going 14 laps on a fuel stint, the race might have gone our way. The spectators saw the two best teams in sports car racing go toe-to-toe today, and I'm very proud of the effort that everyone put forth."

Corvette Racing's next event is the American Le Mans Northeast Grand Prix at Lime Rock Park in Lakeville, Conn., on July 12.

### 24 Hours of Le Mans GT1 Results:

Pos./Car No./Drivers/Car/Laps

1. (009) Brabham/Garcia/Turner, Aston Martin DBR9, 344
2. (63) Fellows/O'Connell/Magnussen, Corvette C6.R, 344
3. (64) Gavin/Beretta/Papis, Corvette C6.R, 341

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4. (007) Frentzen/Wendlinger/Piccini, Aston Martin DBR9, 339
5. (72) Alphonse/Policand/Moreau, Corvette C6.R, 335
6. (73) Gouselard/Blanchemain/Pasquali, Corvette C6.R, 325
7. (50) Bouchot/Bornhauser/Smet, Saleen S7R, 306
8. (59) Menten/Fittipaldi/Borcheller, Aston Martin DBR9, 302
9. (55) Kox, Rusinov/Hezemans, Lamborghini Murcielago, 266
10. (53) Negrao/Hardman/Leventis, Aston Martin DBR9, 82

### CORVETTE RACING QUOTES:

**Olivier Beretta, No. 64 Corvette C6.R:** "I'm already thinking about 2009 Le Mans. Everyone at Corvette Racing did a fantastic job preparing the cars. We just had bad luck on the No. 64 Corvette with the alternator and the safety car, and that was two laps gone. When it was raining, I pushed hard, I felt comfortable, and did four or five stints. At Le Mans, the last thing to do is to give up, so I just pushed and hoped that we would have better luck. It's a disappointment to finish second or third, so there is only one place to be - in first. We did that three years in a row with Corvette, I did it five times in my career, and I hope that the sixth one will come next year with Corvette Racing."

**Ron Fellows, No. 63 Corvette C6.R:** "I felt that we had the opportunity to win this one. We were well prepared and both teams put up a hell of a fight - and we were second best today."

**Jan Magnussen, No. 63 Corvette C6.R:** "Standing on the podium at Le Mans is special, but second is not exactly the spot we wanted. We hoped to improve on last year, and we had a nearly flawless race - but unfortunately, so did Aston Martin. In the night they had a little more speed than us, and it was tough to get back that gap. All of the guys worked so hard for this, they deserve a win. We'll just have to work even harder and get a victory next year."



## Gas Stations Of Yesteryear

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# ***MEMORY LANE***

## **REMEMBER WHEN -**

### **Memories of the Coronado Trail By Mark Bales**

I've driven or ridden the Coronado Trail three times. The first trip was with the Scottsdale Corvette Club in 2003. The second time was also with the SCC, in 2005. In June, 2007, a bunch of us motorcycle guys, most SCC members, again ventured up old Route 666, the Devils Highway. This September Walter has planned another chance to revisit this historic highway, and I can't wait!

If you aren't familiar with the Coronado Trail, now Highway 191, it is one of the more scenic drives in Arizona. In the late 90's AutoWeek magazine ranked it as one of the best sports car roads in the U.S. Climbing to 9000 ft. in elevation there are more than 400 curves. It is the least traveled Federal highway in the nation. Traffic averages one vehicle every 19 minutes. Ex-



perience has shown that if you run up on another vehicle, most are kind enough to pull over. This is particularly true when their review mirror shows a thundering herd of Corvettes fast approaching.

The first SCC trip, up the mountain, was a wonderful time. One learning, however, was that we each like to move at a different pace. Some members wanted to cruise along and enjoy the beautiful scenery, and others wanted to test the capabilities of their Corvette on 400 curves. A great time was had by all, but the 2003 experience resulted in a few changes for 2005.



## Memory Lane

In 2005 we decided to divide the group into the Touring Class and the Performance Class. The Touring Class wanted to drive the Trail aggressively, but also stop and enjoy the scenery. The Performance Class had one goal... Get to the bottom as quickly as possible (Adhering to the speed limits, of course!).



Vettes at Hannigan's Meadow in 2005  
Click on photo for larger view

The Performance Class left Hannagan Meadows first. To avoid bunching up, cars were spaced at 30 second intervals. After all of the Performance Class cars departed, the Touring Class set out for an enjoyable and relaxed ride down the Coronado Trail.

## Memory Lane

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Lunch Stop at Hannigan's Meadow



Performance Class Cars Staged at Hannigan's Meadow



## Memory Lane

I won't relate, in print, the stories told by those in the Performance Class. I will mention one member's overheated brakes after drifting the 15 MPH curves. I might also mention that the first three Cars arrived at the bottom with enough time to take a nap before the rest of us arrived! The Touring Class also had a great time enjoying the many viewpoints missed by the first group.



Lon cornering on the Trail

## Memory Lane

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Bernie & Lon taking the curves



Chuck & Sandi on the Coronado Trail



As with any SCC event, it wasn't all about driving. We had plenty of opportunities to eat, drink and be merry. But if any SCC event is about driving America's sports car, this one is it. Driving leisurely enjoying the scenery or more aggressively enjoying your cars handling dynamics, the Corvette was made for the Coronado Trail.

So, as the song goes, See You In September!

Mark



Lon and Steve on the Coronado Trail Harley Ride



## BOOK REVIEW

By Dorinne Dobson

"A Goose in Toulouse and Other Culinary Adventures in France" by Mort Rosenblum is not a cookbook as you might imagine, but rather a book about the role of food and wine in the lives of the French. Mort Rosenblum, an internationally acclaimed journalist and winner of the James Beard award for his last book, "Olives," details with humor and affection his journey through the French countryside and the culinary delights he finds there. For example, he takes the reader through Roquefort country where he finds two families who have been making Roquefort cheese for years. They talk to their sheep, but they have not spoken to each other for three generations.

The author's travels through France highlight the question: In a globalized world of fast food, is the exquisite cuisine of France facing its finish?

This book will make you want to explore France as the author has done. If you love to travel, if you love artisanal foods, if you love wine and other epicurean delights, you will love this book.

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

**July 19-20**

People's Choice Car Show & Several Road Rallyes  
El Paso Corvette Club  
Held in conjunction with the Regional Governors'  
Meeting in Ruidoso, New Mexico  
Contact: Fred Hernandez, Governor 915-590-7428

**August 29-31**

Rally, Low-Speed Autocross, PC Car Show  
Vette Thunder, Thunder Vette Set, Sierra Vista, AZ  
Contact: Wallace Ricks, Governor, 520-249-8612

**August 29-September 1**

Rallyes, Concours and People's Choice Car Show  
Millard Fillmore Corvette Classic 32  
Headquartered at Scottsdale Plaza Resort  
Contact: Lynne Arent, Event Chair,  
taylormadent@hotmail.com

**September 3-5, 2009**

Fourth National Corvette Caravan to the National  
Corvette Museum in Bowling Green, Kentucky  
See the flyer on the next two pages.  
More information on itinerary from Phoenix is at  
<http://www.nationalcorvettecaravan.com/az-nm/>.



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**<http://www.corvettecaravan.com>**



Register online at  
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 choosing the Caravan route to  
 Bowling Green, Ky., that suits you best.

Departure dates and times will vary  
 depending on the route you choose.



You can sign up via the website above for  
 Caravan Chat where you'll have an opportunity  
 to share experiences with fellow participants, as  
 well as receive updates from the National Chair  
 regarding the Caravan.

Our volunteer Captains have worked to make  
 the routes as spectacular as  
 possible, and each Caravan will offer  
 participants unique activities and stopovers.



[www.corvettemuseum.com/NOMeNews](http://www.corvettemuseum.com/NOMeNews)  
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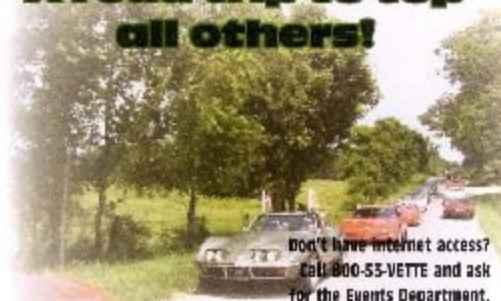
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Live the Corvette lifestyle,  
 create history, and  
 celebrate the adventure that  
 kicks off the Museum's 15th  
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**Sept. 3-5, 2009.**

Look for details coming soon to assist you  
 in registering for the Museum's Celebration  
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