



NEWSLETTER





July/August 2009 A Newsletter for Corvette Enthusiasts 99 Members

www.scottsdalecorvetteclub.com

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In this issue...

*Coming Events, Route 66
Fun Run, American
Ethnic Dinner, Ben's
Fudge Recipe, And
More...*



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Table of Contents

Mission Statement & Board - Page 3
Birthdays - Page 5
From the Driver's Seat - Page 5
Coming Events - Page 9
Editor's Corner - Page 10
Activities Calendar for 2009 - Page 11
Route 66 Fun Run by Mike Cassel - Page 13
Out 'n' About - Page 41
An American Epicurean Experience - Page 44
Let's Get Small! - Page 51
Riordan Mansion Event Preview - Page 52
Blue Devil vs. Blue Angel - Page 53
September Event Preview - Page 54
Woodward Dream Cruise Billboards - Page 61
What's New for Corvette? from Mark Bales - Page 65
Bloomington Gold - Page 67
GM's Henderson on Corvette's Future - Page 77
Interesting Factoids - Rollie Trayte - Page 79
Corvette Racing at LeMans - Page 83
Book Review - Page 93
2009 Nationwide Corvette Caravan - Page 95
Vette'd Recipe by Ben Walker - Page 99



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.

2009 Board of Directors

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Member at Large

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

SCC Birthdays!

July

Bob Cherner - July 1st
Mark Naylor - July 1st
Kris Leiva - July 3rd
Karen Barrett - July 4th
Terry Turley - July 5th
John Parker - July 6th
Rollie Trayte - July 9th
Mark Bales - July 13th
Bemy Rasch - July 14th
Cindy DeNapoli - July 16th
Fran Harder - July 16th
Tim Jayne - July 16th
Lon Durby - July 17th
Walter Juessen - July 23rd



August

Hugh Anderson - August 1st
Mariette Aberegg - August 1st
Lee Braniger - August 1st
Dorinne Dobson - August 7th
Bernhard Muenger - August 19th
Bob Ostapovich - August 24th
Mark Shaw - August 26th
Jane Anderson - August 27th



From the Driver's Seat...

Mike Cassel



HAPPY 10th ANNIVERSARY!

August, 2009 marks the 10th anniversary of the Scottsdale Corvette Club. A lot of things have changed over the years but, on the other hand, many of the core ideals and objectives that formed the foundation of the Club have remained unchanged. Ten years ago a group of Corvette enthusiasts wanted to establish an interactive social environment of monthly meetings, activities, and road trips that would enhance the overall experience and enjoyment of Corvette ownership. It would be a forum that invited the sharing of Corvette experiences, knowledge, fun, and fellowship. As a result of these objectives the Scottsdale Corvette Club was "born."

Over the years the Club has held its meetings in many different locations but the goal has always been the same....adequate and safe parking for our cars, somewhat of a private meeting room so we can at least hear each other, individual billings, and a selection of food that satisfied most of the members. Over the years we have had many great activities and road trips have been varied and covered a wide spectrum of interests of our members. The friendships formed and the fellowship that has come from being involved with SCC have been truly wonderful. The Club has been blessed with members who were/are true Corvette enthusiasts and who worked very hard to coordinate all of the activities and operating aspects of the Scottsdale Corvette Club. I think the original objectives have been met!

"Founding" members who are still active members of the Scottsdale Corvette Club are:

- Hugh Anderson & Jane Chang
- Lloyd & Cheri Benner
- Jim & Dorinne Dobson
- Dick & Sue Kulczyk
- John & Norma Parker
- Mark Shaw
- Terry & Mary Turley



So (lifting an imaginary glass of wine) here's to you, Scottsdale Corvette Club, on your 10th Anniversary! May you have many more!

Remember.....drive it like you stole it!!

Mike





Coming Events!

July 8th - Club Dinner Meeting
July 11th - Baseball Game at Chase Field
July 15th - Vette Vixens Dinner
July 22nd - NO JULY BOARD MEETING

August 12th - Club Dinner Meeting
August 19th - Vette Vixens Dinner
August 26th - Board Meeting
August 29th - Flagstaff-Riordan Mansion Trip

September 9th - Club Dinner Meeting
September 16th - Vette Vixens Dinner
September 19th - Historic Prescott Corvette Car Show
September 23rd - Board Meeting
September 26th - Ethnic Dinner - Brazilian

October 9-10th - Tombstone Ghost Rider Event
October 14th - Club Dinner Meeting
October 21st - Vette Vixens Dinner
October 28th - 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.



Editor's Corner

In this issue you will find Ben's recipe for that yummy chocolate fudge with drunken cherries he treated us to at the May membership meeting. My Wickenburg "Car Guy" friend sent me photos of the billboards that are used during the Woodward Dream Cruise in Detroit each August. I could only print a sampling (mostly Corvettes, of course) but they are gorgeous and very clever. We also have a couple of feature pages by an anonymous contributor that I hope you will enjoy. Be sure to catch the unusual race between the Blue Devil and the Blue Angel on page 53. Thanks to Jim Dobson for suggesting this video link.

SCC needs some new events for 2010. Please put on your thinking caps and contact any Board member with ideas for our 2010 event calendar. In order to keep SCC a viable club that is of interest to us all, we need your heartfelt input, ideas, inspiration, cooperation and all-around participation!

Thanks to all the members who contributed to this newsletter!

Dorinne

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

Summer is upon us. Jim and I leave for Capistrano Beach on Sunday, and though it hasn't been hot for long, we are ready for some cooler air.



ACTIVITIES CALENDAR FOR 2009

JANUARY

14 - Club Dinner Meeting
 21 - Vette Vixens Dinner
 24 - WIND TUNNEL - Manny
 27 - Board Meeting

FEBRUARY

11 - Club Dinner Meeting
 14 - VALENTINE'S
 PARTY- Alice
 18 - Vette Vixens Dinner
 25 - Board Meeting

MARCH

11 - Club Dinner Meeting
 14 - BAGDAD TRIP-Dorinne
 18 - Vette Vixens Dinner
 25 - Board Meeting
 28 - Ethnic Dinner

APRIL

8 - Club Dinner Meeting
 15 - Vette Vixens Dinner
 18 - PIMA AIR&SPACE MUS.
 - Rollie
 22 - Board Meeting

MAY

1-3 - ROUTE 66 FUN RUN
 - Mike
 13 - Club Dinner Meeting
 20 - Vette Vixens Dinner
 27 - Board Meeting

JUNE

10 - Club Dinner Meeting
 13 - TBA
 17 - Vette Vixens Dinner
 24 - NO BOARD MEETING
 27 - Ethnic Dinner

JULY

8 - Club Dinner Meeting
 11 - BASEBALL @ Chase
 Field - Dave
 15 - Vette Vixens Dinner
 22 - NO BOARD MEETING

AUGUST

12 - Club Dinner Meeting
 19 - Vette Vixens Dinner
 26 - Board Meeting
 29 - RIORDAN MANSION
 FLAGSTAFF - Mike

SEPTEMBER

9 - Club Dinner Meeting
 16 - Vette Vixens Dinner
 19 - PRESCOTT CAR SHOW
 - Dorinne
 23 - Board Meeting
 26 - Ethnic Dinner

OCTOBER

9-10 - TOMBSTONE
 GHOSTRIDER
 EVENT - Mike
 14 - Club Dinner Meeting
 21 - Vette Vixens Dinner
 28 - Board Meeting

NOVEMBER

7 - GIMMICK RALLY -Rollie
 11 - Club Dinner Meeting
 19 - Vette Vixens Dinner
 NO NOV. BOARD MTG.

DECEMBER

2 - Board Meeting
 6 - HOLIDAY PARTY - Manny
 12 - Toy Run to Van Chev.

Photos by
Mark Bales
Mike Cassel
and
Ben Walker

Route 66 Fun Run

By Mike Cassel





May 1-3 was the date of the Route 66 Fun Run trip for SCC. Twelve SCC members in six Corvettes met at the Albertson's parking lot on Carefree Highway and prepared for the weekend trip to Seligman and points west. Before we left Ben Walker presented each couple with a gift of three specially prepared cd's that contained some very well thought out travelling music designed to cover the entire roundtrip. Thanks, Ben; it was a very nice touch!



Mark and Kathy Bales led this caravan north on I-17, over to Prescott Valley, then up Rt. 89 through Chino Valley and on to Seligman, AZ. In Seligman we strolled up and down the "main drag" and looked at all of the old cars that were starting to show up for the Route 66 Fun Run weekend activities. It was truly a



Route 66 Fun Run



Route 66 Fun Run

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

walk down memory lane to see so many great looking cars primarily from the 50's and 60's. No stop in Seligman is complete without going to Delgado's for refreshments; this is a bona fide Route 66 landmark and has not changed much at all over the years.



At left, Connie and Mike shopping in Seligman; above, seen inside a "Godfather" car in Seligman



Anybody remember these old-style window air conditioners?

After an hour or so of taking in the ambiance and sights of Seligman, we reformed the caravan and headed west on old Route 66 to Kingman, AZ where we checked into our rooms. Once settled, we partook in a lively "happy hour" and then headed to Kingman Co. Steak House where we all enjoyed a very good meal along with the camaraderie of fellow SCC members.



Mike in the Outhouse



Watching the cars go by in Peach Springs



Saturday morning found us on the road again heading back east to Peach Springs, AZ. Even though it was a cool, breezy morning with an overcast sky, we enjoyed seeing many of the old cars pass through on their way to Kingman, Oatman, and Laughlin. These cars were of every make and year and represented very well the cars that travelled Route 66 during the



Lister Jaguar



Vettes in Peach Springs



Vette at old gas station



Jeep and Cobra

heyday of that great highway. Being gluttons for punishment, we decided to join in the mix of these old cars and head back through Kingman and on to Oatman, AZ.

In Oatman we had lunch at one of the many colorful eating establishments and walked up and down the main street (the only street) of this very unique Arizona town, burros and all.



Bob and Mike



Old Cobra



Beetles on Parade



Dawn and Manny in Oatman with burro friend behind Vette



Group in Oatman with "local yokel" on the right
and burro in the foreground



Enjoying lunch in Oatman

Saturday night found us back in Kingman enjoying a great Italian dinner in a wonderful little restaurant off the beaten path. One notable event did happen on the way to the restaurant; Manny and Dawn Siprut (trouble makers) were pulled over by the local police. Seems the police officer did not like Manny's license plate cover and made him remove it. It was probably only Manny's charm that kept him from receiving a ticket from the female police officer.



Walter in Oatman

Route 66 Fun Run



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



Cocktail hour





Manny and the Policewoman



Route 66 Fun Run



Route 66 Fun Run

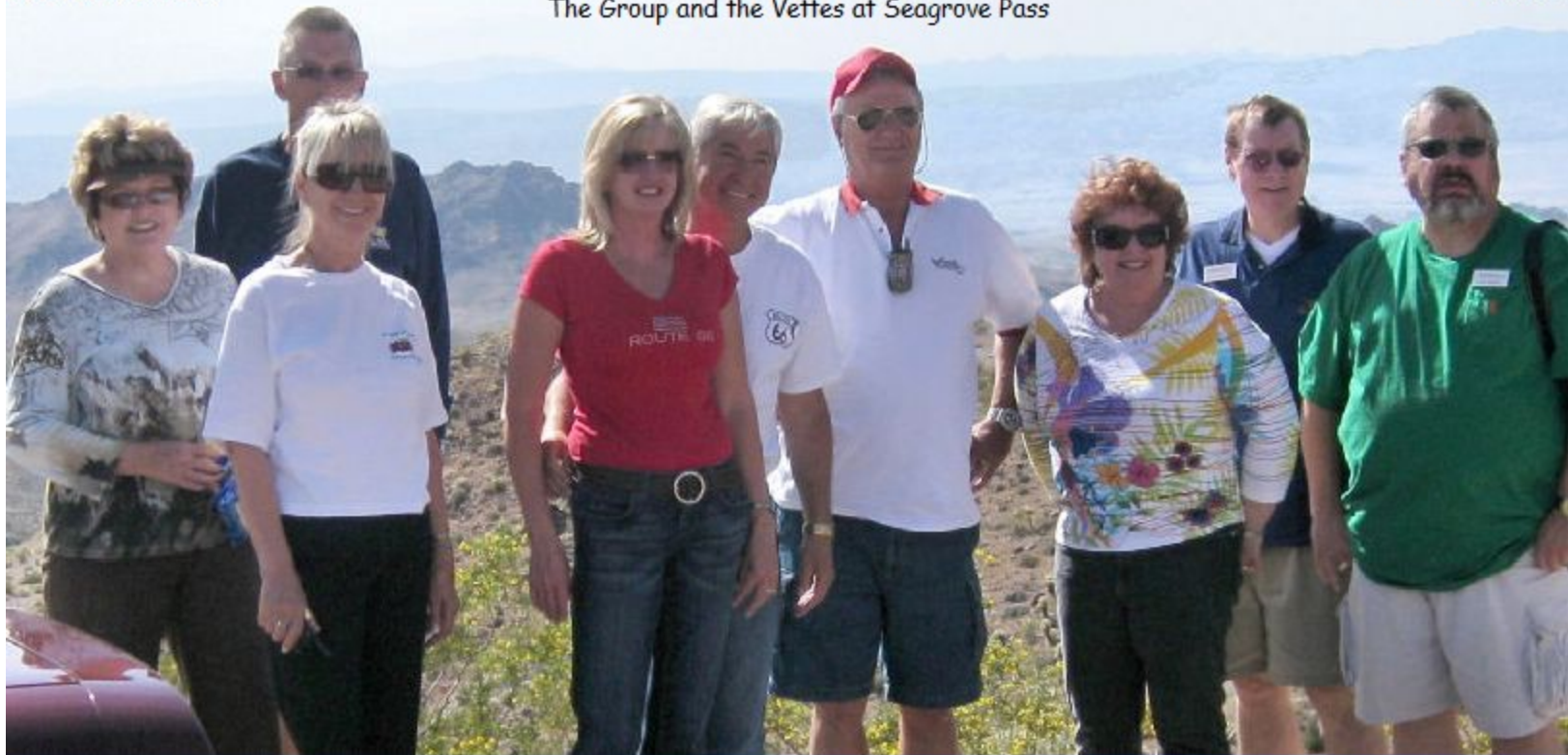
[Contents](#) [Close](#)





On Sunday morning we assembled after breakfast and headed back to the Valley via the very scenic and enjoyable Rt. 93. Thanks go to Mark and Kathy Bales for leading this caravan of beautiful Corvettes (and people) for the weekend. It was a very enjoyable trip that included quality time behind the wheel, great food, wonderful old cars, and best of all, the company of good friends!





Out 'n' about in your 'Vette

Wake your sweetie, grab the car keys, kick the Dachshund and pop the top on your zoomer! Here's some events and places to go around the city and valley that'll get you out of the La-Z-Boy and your 'Vette out of its docking station. Notes: Dates, times and fees/costs are subject to change. Check local publications, websites or call the event coordinator/business for up-to-date information.



July 4th Festivities ... Downtown Phoenix's celebration includes food, kids' games and fireworks; Steele Indian School Park at 3rd St. and Indian School Rd. Tempe's fest features food, carnival rides and the area's largest fireworks display; Tempe Beach Park, Mill Ave. and Rio Salado Pkwy., 480-350-5189.

Out 'n' about in your 'Vette

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

Summer Spectacular Artwalk ... July 9th. Gallery crawl in downtown Scottsdale. Live music, food and artist receptions. Marshall Way (between 5th Ave. and Main St.), 480-990-3939

Classic Car Show ... Every Saturday in the McDonald's parking lot at the Scottsdale Pavilions. Indian Bend at Loop 101. Free; 4PM to 8:30PM

Androgyny: New Work by Sergei Isupov ... Through August 2nd at Mesa Contemporary Arts. An accomplished technician and painter, Isupov has gained notoriety for his complex surrealist figures and imagery. The exhibition features twenty large-scale heads and numerous drawings. One East Main, mesaartscenter.com, 480-644-6560

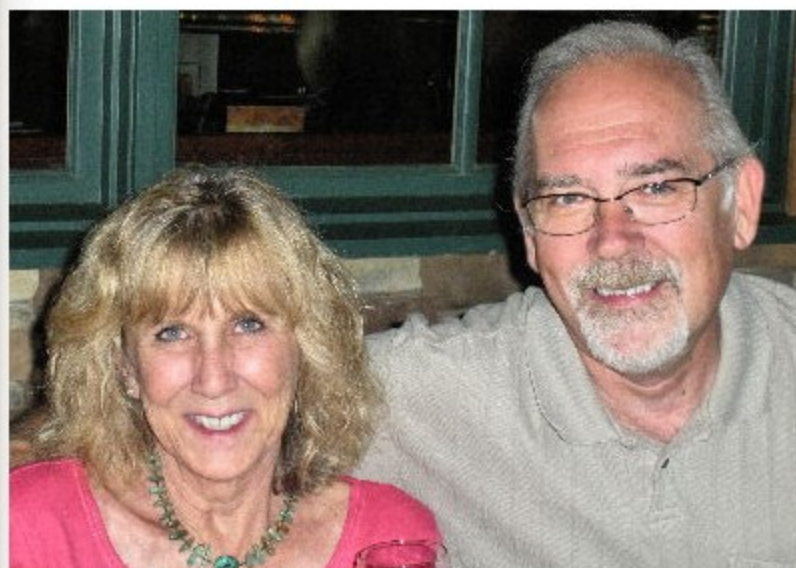
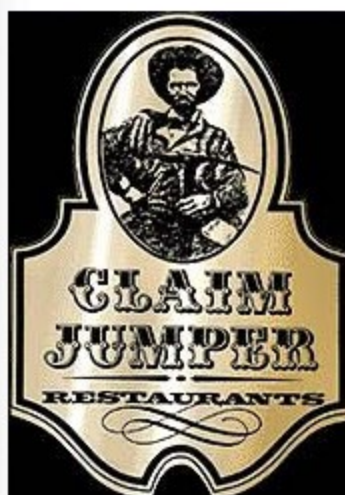
Agritopia ... Still in the works, it's a mixed-use community featuring new, but a-look-from-the-past homes and in the middle of it all, an urban farm. Loop 202 and Higley Rd. (enter on Ray Rd.), agritopia.com, 480-988-1238

Old Town Farmers Market ... Every Saturday through July. Baskets and bins full of organic and seasonal veggies plus artisanal goods and freshly made food from onsite vendors. 7:30 to 11:30AM on the lower level of the parking garage, Brown Ave. and 2nd St., arizona farmersmarkets.com, 623-848-1234

Knit one, purl two ... Knit Happens is chockfull of great yarns, books and fun accessories. Group classes, too. Open Tuesday-Saturday, 10AM to 6PM, 777 E Indian School RD, Scottsdale, knitheadz.com, 480-941-3989

An American Epicurean Experience

A Pictorial of
Our Second
Quarter Ethnic
Dinner



Out 'n' about in your 'Vette

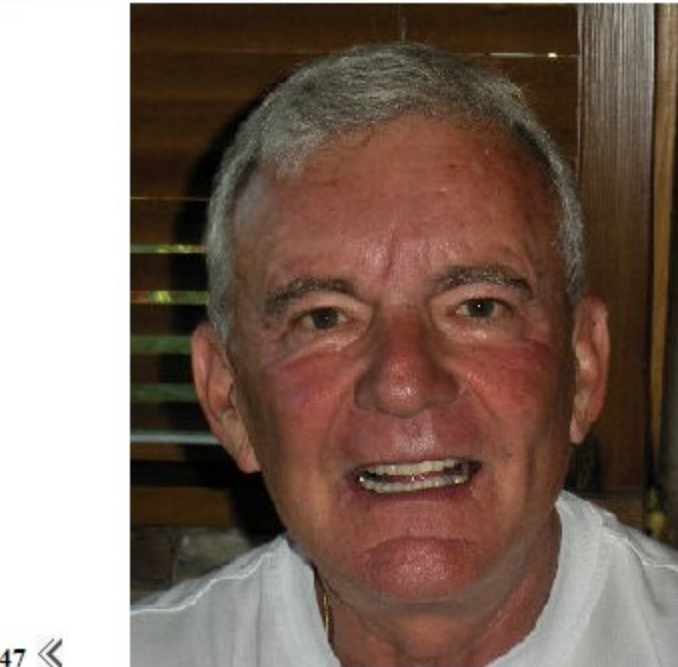
Chasing the little, white onion ... Scottsdale golf course fees plummet during the lazy, crazy days of summer. (Hard to imagine, yes?). Call a course, grab your clubs and a box o' balls and tee-off. Book early at your favorite course or one of these three. Drink lots of water. Tournament Players Club, as low as \$73, 480-585-3600. The Phoenician, as low as \$60, 480-423-2449. Troon North, as low as \$75, 480-585-5300.

Sidebar: Checkout tiffany.com for their fun collection of golf accessories and jewelry. Enter "golf" in the search field

Durant's ... Comfortable, old style steakhouse in Central Phoenix. Great for the family, a group of friends (e.g., Girls Night Out, Boys Night Out) or a romantic dinner for two. Huge martinis. Great steaks. Fresh seafood. And possibly the largest repository of red, flocked wallpaper in the U.S. The staff's in basic black but personal attire is your call: casual, après golf/the office or tux and train. Reservations are highly recommended; although, generally, after 8PM the crowd begins to thin. 2611 Central Ave. at E Virginia, durantsaz.com, 602-264-5967.

Want some company at one of the events? The Scottsdale Corvette Club is full of built-in friends. Call a fellow member or a member-couple and meet 'em there. Yeah, that's the ticket!







With apologies from the editor/photographer, who somehow missed snapping a photo of the lovely Carol Brandwein who was sitting next to Bob all evening.....

And,,, when viewing the photos this morning discovered that the highlight of the evening, the photo of Dick eating a big beautiful ice Cream sundae, was missing from the Camera! What a disappointment, as I know you all wanted to see Dick's sundae!

LET'S GET SMALL! SURF TO DIECAST, MODEL CAR WEBSITES

Sometimes owning the real car isn't enough. You want it at your every turn. And sometimes you want every car exotic ever made. Well, Bucky, your collector car wishes are solved. That's a goldmine of diecast, scale model car websites out there.

- Diecastauto.com. Purportedly, the number one site source for diecast cars
- Cmc-modelcars.com. Meticulous attention to details
- Gtscalemodelcars.com. The site features some pieces from the owner's collection
- Diecastmodelswholesale.com. Very organized site; quick uploads
- Diecastfast.com. Checkout the section featuring Presidential limousines
- Legacydiecast.com. Another well organized site. Some selections are backed by an article
- Diecastxmagazine.com. Online version of the newsstand publication

This is only the beginning. Surf to Google, enter "diecast cars" and see more diecast model car websites than you ever thought possible.

Editor's Note: You can click on the listed websites and go directly from this newsletter to each one.

TRIP TO THE COOL COUNTRY!

RIORDAN MANSION TRIP



Coming up on Saturday, August 29th, a day-trip to Flagstaff to visit the Riordan Mansion. This is an excellent example of the Arts and Crafts style of architecture, a double house with a large family room connecting the two-family residential areas. For more details and some photographs, visit the website <http://azstateparks.com/Parks/RIMA/index.html>. More details on this SCC trip will be forthcoming from Mike and Connie Cassel.



SCC's September Event



The Third Annual Historic Prescott All
Corvette Car Show
Saturday, September 19, 2009
in Downtown Prescott
on the Court House Square

Turn the Page for More Information



Blue Devil vs. Blue Angel

*Editor-at-Large Arthur St. Antoine of Motor
Trend Magazine Races a Corvette ZR1 Against a
U.S. Navy F/A-18 Hornet Because...We'd Already
Made all the Ferraris Turn Red!*

*Click on the link below to watch a 20-minute
video of this race pitting a \$25 million Blue Angel
against a \$117,000 2009 Corvette ZR1.*

www.motortrend.com/av/features/112_0908_chevy_corvette_zr1_vs_jet_fighter_video/index.html

SCC's September Event

Registration is from 8:00 to 10:00 a.m.
Showtime is from 10:00 a.m. to 3:00 p.m.

Registration is \$30 and includes a T-shirt
After August 19th, registration is \$35

There is a 200 car limit this year, so
REGISTER EARLY!

You can register online at
www.prescottvettesette.org



SCC's September Event

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



Here's a photo of Carol Brandwein and Bob Bailey, sitting on the Court House lawn at last year's Prescott car show. Carol and Bob have graciously invited SCC members to party at their Prescott home on Friday evening, September 18, for those who are interested in spending Friday night in Prescott to avoid the early morning drive from Phoenix.

The other good news is that Tom and Christina Georgiou have invited SCC members to stop off at their home in Prescott Valley on Saturday afternoon after the car show for

SCC's September Event

refreshments, so you will need to decide whether you wish to spend Saturday night in Prescott or appoint a designated driver to chauffeur you back to the Phoenix area.

We hope you will all take advantage of the hospitality of these two member families in offering their summer homes for your relaxation before and after this event. You may attend either or both parties even if you do not wish to participate as an entrant in the car show, but merely plan to attend the car show as an observer.



SCC's September Event

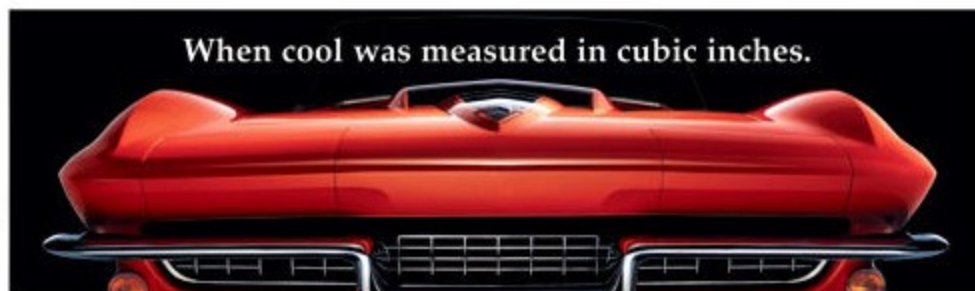


We'll have more details on all aspects of this event in the September-October newsletter and via email flyers. Several members have already made their hotel reservations, so you might want to think about doing that soon, as this will be a busy weekend in Prescott.

Dorinne and Jim Dobson are the event chairs, so please do not hesitate to contact them with questions at ddobson58@cox.net.

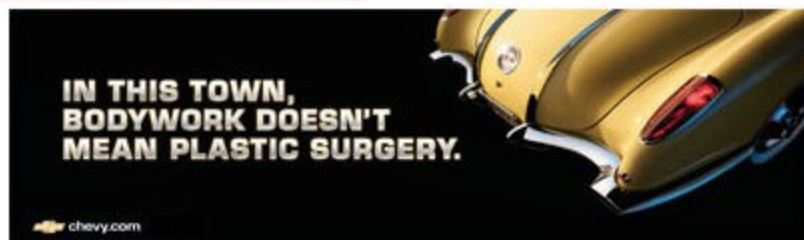
BILLBOARDS SEEN ON THE WOODWARD DREAM CRUISE IN DETROIT

These are some of the billboards that are erected during the annual Woodward Dream Cruise along Woodward Avenue in Detroit and its northern suburbs. This year the 15th annual Dream Cruise is scheduled to take place on Saturday, August 15th.



Are these cool, or
what?

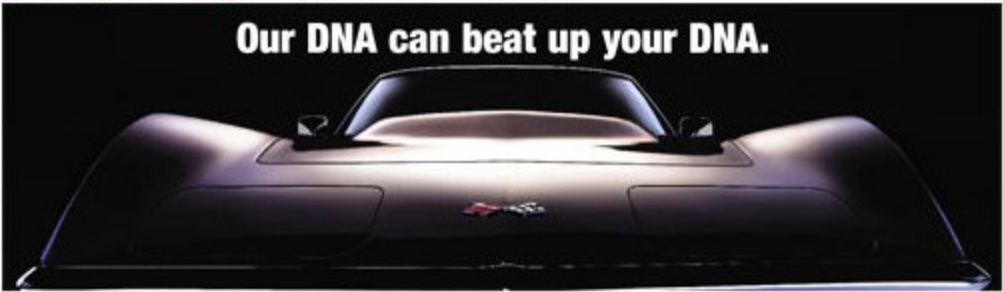
If you'd like to learn more about the Woodward Dream Cruise, check out the website - www.woodwarddreamcruise.com.





Love those pistons.

Pistons are the Detroit basketball team in case you aren't a sports fan.



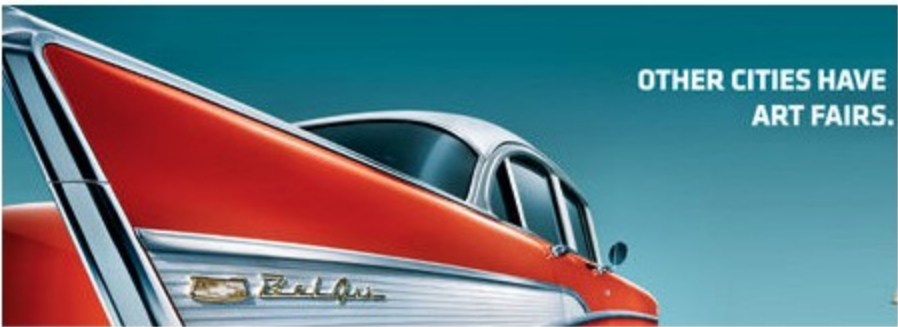
Our DNA can beat up your DNA.



THE ORIGINAL AMERICAN IDOL.

[chevy.com](#)

All the billboards aren't Corvettes - but all are beautiful!



OTHER CITIES HAVE ART FAIRS.

WHAT'S NEW FOR CORVETTE?

From Mark Bales

Chevrolet Corvette No. 1.5 million rolls off the line



Milestone Vettes No. 1, No. 500,000, No. 1 million and No. 1.5 million

The Chevrolet Corvette, one of top icons of America autos, has hit another milestone--1.5 million units built.

Corvette No. 1.5 million--a white convertible with red interior, the same as Corvette No. 1 in 1953--rolled off the assembly line in Bowling Green, Ky., on May 28.

It took 24 years to reach Corvette No. 500,000 in 1977, then 15 years until Vette No. 1 million was built in 1992, and then 17 years to this milestone. All the milestone cars are white with red interiors.

After a bit of time in the Chevrolet promotion fleet, Corvette No. 1.5 million will be kept at the National Corvette Museum in

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

Bowling Green. The museum also has Vettes No. 500,000 and No. 1 million.

Chevrolet also used the milestone to set the sticker price for the 2010 Corvette Grand Sport models. The Grand Sport coupe is priced at \$55,720 and the convertible is priced at \$59,530, including shipping charges. Grand Sports include chassis upgrades to boost performance.



Almost sixty years after the first Chevrolet Corvette was produced on June 30th, 1953, the 1.5 millionth one just rolled off the production line at the Bowling Green factory. The first one ever made was wearing white paint with a red interior and the milestone Corvette also was configured in the same way (which is the same exterior/interior scheme used on the 500,000th and 1 millionth cars).

» 66

Bloomington Gold

400 June 26 & 27

Corvettes!

Pheasant Run Resort • St. Charles, Illinois



Even with the high judging standards for which both Bloomington Gold and the NCRS are rightly famous, it is literally almost impossible to find as outstanding and original a 1960 Corvette as this one. In its 49 years it has been driven only 10,490 original miles. The body, Ermine White paint, Black interior and drivetrain are one hundred percent original, including the non-DOT wide Whitewall tires, T-3 headlamps, Trico wiper arms and blades, and jack and tools. The original Black soft top is in perfect condition; all the chrome is original and beautiful. Plus it only has 10,490 original miles! For more details on this beauty, click on the link: http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80933&entryRow=3&GROUP_ID=10015

Bloomington Gold 2009

Here are four examples of the quintessential Corvette - a 1967 powered by the awesome 435 horsepower engine.

To see more details on this Marlboro Maroon coupe, click on the link:

http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80947&entryRow=6&GROUP_ID=10015.



1967 Tuxedo black convertible. Click on the link for details on this car: http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80935&entryRow=4&GROUP_ID=10015

1967 Lynndale Blue convertible.
More photos and details can be
seen at [http://
www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80947&entryRow=6&GROUP_ID=10015](http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80947&entryRow=6&GROUP_ID=10015).



This rare 1967 Goodwood Green
Corvette convertible was built
January 20th, 1967. For more
photos and details, click on the link:
[http://
www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80938&entryRow=5&GROUP_ID=10015](http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-80938&entryRow=5&GROUP_ID=10015)



One of the rarest, most highly awarded, original and well-documented Corvettes in existence, this 1966 427/450 HP Sting Ray Coupe is a fascinating Survivor.

For more photos and details on the car, click on the link: http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-81723&utm_source=delivra&utm_medium=email&utm_campaign=BG0609_061909_S66



1964 Corvette Coupe - Ozzie Olson GM Styling Car
A Bill Mitchell-styled one-off Corvette, a 1964 Sting Ray that Mitchell had built especially for Ozzie Olson of Olsonite fame.

More photos and details are available at http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-82244&entryRow=6&GROUP_ID=10014



2001 John Cafaro Skunk Werkes Roadster

One of the most prolific and well respected designers at GM, John Cafaro is well known as the Chief Designer of the C5 Corvette and has been involved in Corvette design since 1991. He was also responsible for the bodywork and graphic design for the Chevrolet Raceshop and GM Motorsports from 1992-1999. His designs have won Motor Trend Car of the Year for the 1984 Corvette, the Autoweek Magazine Award for the 1997 Corvette Coupe, North American International Auto Show Car of the Year (1998 Corvette convertible) and Motor Trend Car of the Year (1998 Corvette convertible).

For more photos and details on this car, click on http://www.mecum.com/auctions/lot_detail.cfm?LOT_ID=BG0609-82242&entryRow=4&GROUP_ID=10014

GM's Henderson: Corvette's future is secure

Synopsis of an interview with *AutoWeek* magazine

The future of the Chevrolet Corvette is secure, General Motors CEO Fritz Henderson says, even as GM dramatically slashes its size and costs.

In an exclusive interview with *AutoWeek*, Henderson says that not only is the Corvette's current platform undergoing continual development, but the future seventh-generation car, dubbed C7, is also on track.

He would not specify when the C7 Vette would hit showrooms.

Henderson was bullish on Corvette. Not only is he a Corvette enthusiast who drives one, he knows that it contributes to the company's bottom line.

According to GM's top man, "Corvette pays its rent." The current sixth-generation C6 Corvette has been in production since 2005. The C6 platform used major components from the C5 fifth-generation Corvette, but with substantial upgrades.

Corvette's Future

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

AutoWeek reported in October that work on the C7 Vette had been put on an indefinite hold as GM scrambled to cut costs. The talk then was that the C6 platform could be as old as 12 years before the C7 was ready to go.

To see a video of the interview with Henderson, go to <http://www.autoweek.com/article/20090506/CARNEWS/905069988>.



OUCH! This photo has nothing to do with the article - but is a filler that the editor thought you would find interesting. This incident happened several years ago in Mesa, AZ.

»78

INTERESTING FACTOIDS

From Rollie Trayte

One Top Fuel dragster engine makes more horsepower (8,000 HP) than the first 4 rows at the Daytona 500.

- Under full throttle, a dragster engine consumes 11.2 gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

- A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.

- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

- At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.

- Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Interesting Factoids

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

- Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

- Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

- Dragsters reach over 300 MPH before you have completed reading this sentence.

- In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.

- Top Fuel engines turn approximately 540 revolutions from light to light!

- Including the burnout, the engine must only survive 900 revolutions under load.

- The redline is actually quite high at 9500 RPM.

Interesting Factoids

- **THE BOTTOM LINE:** Assuming all the equipment is paid off, the crew worked for free, & for once, **NOTHING BLOWS UP**, each run costs an estimated \$1,000 per second.

- 0 to 100 MPH in 0.8 seconds (the first 60 feet of the run)
- 0 to 200 MPH in 2.2 seconds (the first 350 feet of the run)
- 6 g-forces at the starting line (nothing accelerates faster on land)
- 6 negative g-forces upon deployment of twin 'chutes at 300 MPH

An NHRA Top Fuel Dragster accelerates quicker than any other land vehicle on earth, quicker than a jet fighter plane . . . quicker than the space shuttle.

The current Top Fuel dragster elapsed time record is 4.420 seconds for the quarter-mile (2004, Doug Kalitta). The top speed record is 337.58 MPH as measured over the last 66' of the run (2005, Tony Schumacher).

Putting this all into perspective:

You are driving the average \$140,000 Lingenfelter twin-turbo powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged & ready to launch down a quarter-mile strip as you pass. You have the advantage of a 200 mph flying start. You run the 'Vette hard up through the gears and blast across the starting line & pass

Interesting Factoids

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

the dragster at an honest 200 MPH. The 'tree' goes green for both of you at that moment.

The dragster launches & starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums & within 3 seconds the dragster catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH & not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race!

TAKE ME OUT TO THE BALLGAME!

Saturday night, July 25th, is SCC Night at Chase Field for the Diamondbacks' game against the Pittsburgh Pirates. Dave Leiva is the man to see about tickets. The game starts at 5:10 p.m. The cost is \$27.50 per person, and the seats are in the Diamond All You Can Eat Section. If you haven't reserved your place yet, contact Dave Leiva at biffleiva@gmail.com or at the July membership meeting. For more information on the Diamond All You Can Eat Section, click on this link: <http://arizona.diamondbacks.mlb.com/ari/ticketing/allyoucaneat.jsp>

Corvette Racing Sets the GT1 Pace in Practice for 24 Hours of Le Mans

Magnussen Runs Fast Time in Wet and Dry Six-Hour Session

LE MANS, France, June 10, 2009 - After months of planning, weeks of preparation, and long hours of anticipation, tonight's six-hour free practice session signaled the start of the buildup to the 77th running of the 24 Hours of Le Mans. With weather conditions changing frequently throughout the session, Corvette Racing driver Jan Magnussen recorded the quickest time in the GT1 category with a 3:57.876 lap around the 8.47-mile circuit in the No. 63 Compuware Corvette C6.R. Oliver Gavin notched the second quickest time in the GT1 category at 3:59.586 in the No. 64 Compuware Corvette C6.R.

Despite the adverse conditions, all six Corvette Racing drivers completed their three mandatory laps in darkness after 10 p.m. The No. 63 Corvette C6.R ran a total of 43 laps and the No. 64 Corvette C6.R completed 40 laps. The Corvette Racing crew parked the cars in their garages shortly after 11 p.m., electing not to run the final hour of practice.

"Since it was raining for most of the session, we worked on a wet-weather setup and tire choices, going through our possibilities of intermediates and full wets," Magnussen said. "Though the weather forecast looks good for the rest of the week, there is still a chance of some rain on Sunday, so what we've learned today will come in handy then. Other than that it was business as usual, going through the motions of that typical first day at Le Mans. The car handles beautifully and responds well to the changes we made, and we got the under-

Corvette Racing

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

steer dialed out by the end of the session. Of course the times can still be improved in tomorrow's qualifying session, which is expected to be dry and sunny."f1

With the cancellation of the traditional test day two weeks before the 24-hour race, the Corvette Racing team used today's marathon practice session to work through a schedule of bedding brakes and evaluating tires. The session began at 6 p.m. in bright sunlight but with a damp track. Both Magnussen and Gavin made exploratory laps, then waited half an hour for the racing line to dry before going out on slicks. The rain began in earnest at 7:52, and both cars retired briefly to the pit lane before venturing out again on grooved tires. Lap times climbed 20 to 30 seconds as the track surface became saturated.

"A wet track is really not what you want when you come to Le Mans with very little time to get the car tuned in," said Gavin. "We had a small issue with a wheel speed sensor that took some time to fix so we were in the garage when the track conditions were perhaps at their best. Then the weather got worse and worse, and we went through the whole range of tires, from slicks to intermediates to full wets. Even in the rain, the car seems to be very comfortable.

"It's always good to experience as many different conditions as possible, but it certainly would have been better if we could have run through our planned program in the dry to get Marcel (Fassler) the maximum amount of time in the car and focus on our race setup," said the Briton. "But there's no way to control the weather in Le Mans!"

Fassler completed his first laps in the No. 64 Corvette C6.R since his debut with Corvette Racing at the Sebring 12-hour race

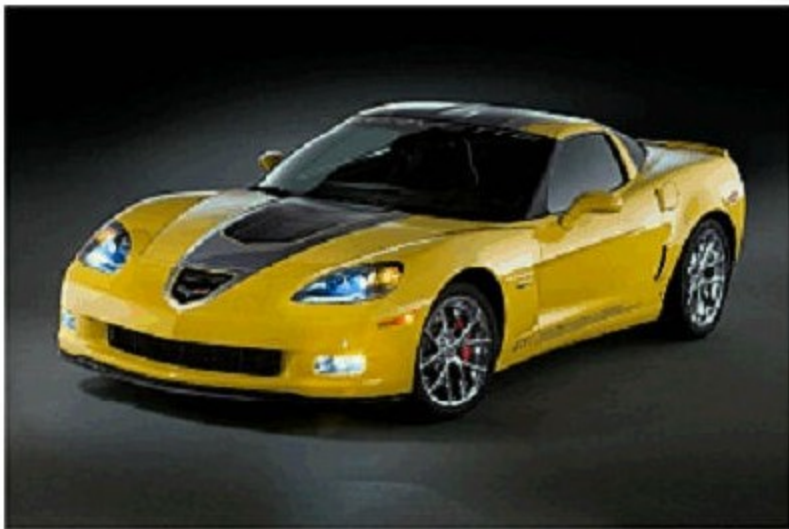
Corvette Racing

in March.

"The conditions were difficult, and I've never driven a GT1 car at Le Mans on wet tires, so it was a new experience for me," Fassler said. "I knew from last year that the Corvette was a very good car under wet conditions, so I was quite comfortable.

"I completed my three required laps in darkness, so I am qualified now!" the Swiss driver continued. "For a long time, you ask yourself how it will be at Le Mans, and now after this long wait and doing some laps, I am ready to race."

Johnny O'Connell is competing in the 24 Hours of Le Mans for the 15th time. The driver of the No. 63 Corvette C6.R can become the first American driver to score four wins in the classic endurance contest.



Corvette Racing

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

"It was a good day today, even with the ever-changing conditions," O'Connell said. "We had some understeer in certain corners, but apart from that there were no dramas. Just another day at the office, everybody getting to grips with the track and getting their mandatory nighttime laps in. We stopped an hour before the end of the session, because we had done everything we had set out to do."f1

Antonio Garcia turned his first laps in the No. 63 Corvette C6.R since he won the Sebring 12-hour race in his Corvette Racing debut with teammates Magnussen and O'Connell.

"Today I discovered the Corvette in the rain on this track, learning its limits," Garcia said. "In the Dunlop chicane I briefly locked up under braking and spun, but rather than try something desperate to catch it, I decided to let the car slide across the gravel trap. There was no harm done and after a quick cleanup I could continue my mandatory nighttime laps. I probably braked a little too late or a bit too hard, which is what you naturally do on this part of the track, where the gravel traps and run-offs are much wider than on the public road section."f1

Qualifying for the world's most prestigious sports car race will take place from 7 to 9 p.m. and 10 p.m. to midnight on Thursday, June 11. The 77th running of the 24 Hours of Le Mans is scheduled to start at 3 p.m. CET (9 a.m. EDT) on Saturday, June 13 and finish at 3 p.m. CET (9 a.m. EDT) on Sunday, June 14. SPEED will provide live television coverage in the U.S. from 8:30 a.m. to noon ET and 4:30 to 10 p.m. on Saturday, and midnight to 10 a.m. ET Sunday. Flag-to-flag coverage of the race was available at radiolemans.com.

24 Hours of Le Mans LM GT1 Practice Times:

Pos./Car No./Drivers/Car/Time

1. (63) O'Connell/Magnussen/Garcia, Corvette C6.R, 3:57.876
2. (64) Gavin/Beretta/Fassler, Corvette C6.R, 3:59.586
3. (66) Lichtner-Hoyer/Gruber/Muller, Aston Martin DBR9, 4:06.606
4. (72) Alphand/Goueslard/Gregoire, Corvette C6.R, 4:38.342
5. (73) Jousse/Maassen/Clairay, Corvette C6.R, 4:42.802
6. (68) Apicella/Yogo/Yamagishi, Lamborghini Murcielago, no time



#63 Corvette Racing Corvette C6.R: Johnny O'Connell, Jan Magnussen, Antonio Garcia, #64 Corvette Racing Corvette C6.R: Olivier Beretta, Oliver Gavin, Marcel Fassler.

Corvette Racing Wins GT1
in 24 Hours of Le Mans

*Chevrolet Team Scores Sixth Victory
in Legendary Endurance Race*

LE MANS, France, June 14, 2009 - Corvette Racing brought down the curtain on the GT1 era with a victory in the 24 Hours of Le Mans. Johnny O'Connell, Jan Magnussen and Antonio Garcia scored Corvette Racing's sixth class victory in the world's biggest sports car race with the No. 63 Compuware Corvette C6.R. The winning Corvette completed 342 laps, racing to a six-lap margin of victory over the No. 73 Luc Alphand Aventures Corvette C6.R of Yann Clairay, Julien Jousse and Xavier Maassen. The No. 64 Compuware Corvette C6.R of Oliver Gavin, Olivier Beretta, and Marcel Fassler retired from the lead in the 22nd hour with an apparent gearbox problem.

Today's win was Corvette Racing's 16th podium finish at Le Mans since 2000. It was the fourth Le Mans class win for O'Connell and Magnussen, and the second consecutive Le Mans GT1 victory for Garcia. O'Connell became the first American driver to win four class titles in the 24 Hours of Le Mans.

"When you look at the Americans who have won here multiple times, they're all important figures in motorsports history," O'Connell said. "To achieve my fourth win with Corvette Racing, driving a sports car that's an American icon, it's hard to put that into words. There is nothing more difficult and more rewarding than winning here, and sharing it with two awesome drivers like Jan and Antonio."

Corvette Racing

The two Corvettes waged a fierce battle throughout 22 of the 24 hours, never separated by more than one lap. The pole-winning No. 63 Corvette C6.R led from the start for 18 hours and 52 minutes. Beretta then put the No. 64 Corvette C6.R in front, passing Garcia on a restart following a safety car period. Garcia regained the lead at 19:23 when Beretta pitted; the No. 64 was back at the front following a pit stop for O'Connell to replace Garcia. The 21st hour saw an intense duel between O'Connell and Fassler with the cars dicing around the entire 8.47-mile circuit.

"It was a great race, but a shame that the No. 64 Corvette was not there at the finish," said Garcia. "We raced really, really hard for 22 hours. We were racing fair, and we were all going 100 percent. The full stint I did fighting with Olly after the safety car came in was great."

At 21:36, Fassler radioed the crew that he was experiencing shifting problems. The gearbox problem intensified, and the car was stranded near the pit lane entrance when it lost drive to the rear wheels. In contrast, the No. 63 Corvette had a trouble-free run throughout the grueling 24-hour race, making 32 pit stops and never going into the garage for repairs. O'Connell and Garcia drove the closing stints in the race when Magnussen became ill.

"It was a good fight," said Fassler. "Sure it was difficult to race your teammate hard, but when we went out of the chicane he was really fair and he left me space. I enjoyed leading the 24 Hours of Le Mans, and I came very close to reaching one of the goals I want to achieve in my life. I was only two hours away, but suddenly I smelled some gearbox oil. Then something broke quickly before I could get back to the pits. I was very disappointed for the whole team and my teammates. All of them

Corvette Racing

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

did a really good job. There were no mistakes, and they deserved a victory as well. In the end, it's important for Corvette Racing that they have a Le Mans win with the No. 63 Corvette, and I have to congratulate them because it was a tough fight."

This race marked the end of the GT1 era for Corvette Racing that began in 1999. Since then, Corvette Racing has become America's premier production sports car team, winning 77 races and eight consecutive American Le Mans Series championships.

"When you look at all aspects of the close of the GT1 category as we know it today, it is an unequivocal testament to the commitment of a corporation that recognizes the value of motorsports from a marketing and technological perspective," said Corvette Racing program manager Doug Fehan. "It's also representative of all the people who have been here since the beginning, who dedicated themselves to taking Corvette forward. At the end of the day, today's victory is emblematic of what American teamwork and American spirit is about."

Corvette Racing will make the move to the GT2 category in its next event, the Acura Sports Car Challenge at the Mid-Ohio Sports Car Course in Lexington, Ohio, on August 6-8. The two-hour, 45-minute race is scheduled to start at 2:10 p.m. ET on Saturday, August 8. The race will be televised same-day tape-delayed on NBC at 4 p.m. ET.

24 Hours of Le Mans GT1 Results:

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

1. (63) O'Connell/Magnussen/Garcia, Corvette C6.R, 342
2. (73) Jousse/Maassen/Clairay, Corvette C6.R, 336
3. (66) Lichtner-Hoyer/Gruber/Muller, Aston Martin DBR9, 294

Corvette Racing

Not classified:

(64) Gavin/Beretta/Fassler, Corvette C6.R, 311 (retired)

(72) Alphand/Goueslard/Gregoire, Corvette C6.R, 99 (retired)



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:

*A. Nony Mous
Mark Bales
Mike Cassel
Jim Dobson
Rollie Trayte
Ben Walker*





BOOK REVIEW

By Dorinne Dobson

It must be time for another book review. I will confess that this is definitely a "chick" book. Sorry, guys.

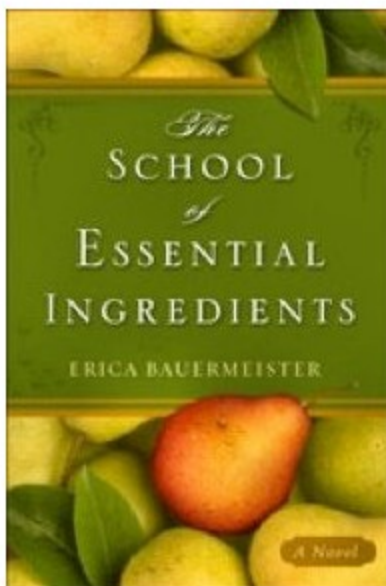
The mood set by first-time novelist, Erica Bauermeister, in *The School of Essential Ingredients*, reminds me a little of the Joanne Harris books, *Chocolat*, *Five Quarters of an Orange*, et al. Lillian, a restaurant owner, teaches Monday night cooking classes as much for herself as for the students. With magical language, the author leaves the reader hungry for more. Reading this book is almost like eating comfort food. The students learn to step back, relax and savor life - all this while attacking live crabs and cooking them in butter, wine and lemon juice.

Over the course of the eight-month class, the lives of the characters mingle and intertwine, brought together by the revealing, sensual and comforting nature of what can be created in the kitchen.

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

Chef Lillian, a woman whose connection with food is both soulful and exacting, helps the students to create dishes whose flavor and techniques expand beyond the restaurant and into the secret corners of their lives.

This is a small book, but one to savor.





If you are interested in the 2009 Corvette Caravan (see the flyer on the following three pages), the plans are for the Caravan to depart from Courtesy Chevrolet in Phoenix on Monday morning, August 31, 2009, with scheduled overnight stops in Albuquerque, NM, Oklahoma City, OK, Jackson, TN, arriving in Bowling Green on Thursday, September 3, 2009. Arrival time in Bowling Green is estimated at between 9:00 am and 10:00 am.

Here's the itinerary for the Caravan:

<u>Date</u>	<u>Departing City</u>	<u>Overnight</u>	<u>Est. Miles</u>
8/31/09	Phoenix, AZ (Lunch Stopover - Holbrook, AZ)	Albuquerque, NM	470
9-1-09	Albuquerque, NM (Lunch Stopover - Amarillo, TX)	Oklahoma City, OK	545
9-2-09	Oklahoma City, OK (Lunch Stopover - Russellville, AR)	Jackson, TN	555
9-3-09	Jackson, TN	Bowling Green, KY	190
9-3-5-09	Bowling Green-NCM 15th Anniversary Celebration		

Get more details at www.corvettecaravan.com.

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

2009 Corvette Caravan



4th National Corvette Caravan

All roads lead to Bowling Green!



<http://www.corvettecaravan.com>

Register online at
<http://www.corvettecaravan.com>,
 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.



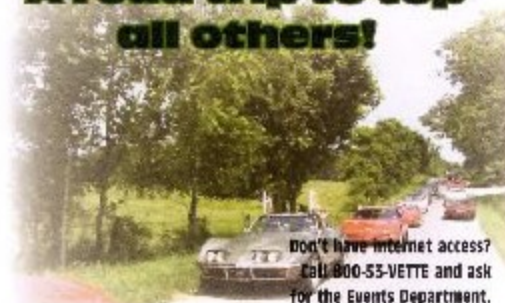
www.corvettemuseum.com/NCMcNews
 Sign on to NCM eNews via our website for updates.



Live the Corvette lifestyle,
 create history, and
 celebrate the adventure that
 kicks off the Museum's 15th
Anniversary Celebration
Sept. 3-5, 2009.

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

**A road trip to top
 all others!**



Don't have Internet access?
 Call 800-53-VETTE and ask
 for the Events Department.

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

Vette-d Recipe

Chocolate Fudge with Drunken, Black Cherries

(As Sampled at the May Membership Meeting)

Compliments of Ben Walker

- 1 cup whole almonds, skin-on or blanched; optional
- 1 package (about 1 cup) dried black cherries
- Wild Turkey 101 whiskey
- 2 boxes (with eight squares, each) Baker's brand Semi-Sweet Chocolate
- 1 can (14 ounces) Eagle brand Sweetened Condensed Milk
- 2 tsp. vanilla

Microwaveable mixing bowl

Small, non-reactive mixing bowl

Foil- or parchment paper-lined, 8" square pan.

Thick foil is best. Parchment paper's better

1. Dump the cherries into the small mixing bowl; cover to the top of the fruit with the danged ol' whiskey; marinate the little suckers for 6 hours. After the cherries are so drunk they can't see straight, strain 'em. And good lawdy Miss Clawdy - save the whiskey!

2. After the cherries have marinated, unwrap all 16 of the chocolate squares and dump 'em into the microwaveable mixing bowl.

Vette-d Recipe

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

3. Dump the whole can of sweetened, condensed milk on top of the chocolate.

4. Slap the mixing bowl into a nuclear oven and nuke the chocolate/milk mixture on high for 2 to 3 minutes - or until chocolate is almost melted. Yes, it's OK to stir halfway through the cooking time.

5. Remove chocolate/milk mixture from the nuclear oven and stir 'til the chocolate is completely melted. Don't tarry, here, as the chocolate can begin to set-up like concrete.

6. Stir in nuts 'n' cherries 'n' vanilla.

7. Slide the fudge into the foil-lined pan.

8. Refrigerate, uncovered for 2 hours.

9. Pour a jigger of the black cherry-infused whiskey into some Sprite. Enjoy. Have another, there's plenty.

10. Clean the kitchen if you ain't stumblin' down drunk. If you are, skip it. The mess'll be there tomorrow.

11. Remove the fudge from the pan; gently peel away any foil or paper cling-ons.

Vette-d Recipe

12. Cut fudge into 1" squares.
13. Store fudge in 'fridge; allow squares to reach room temp prior to eatin'. The latter takes about 20 minutes if your little taste buds can wait that long.

Variations on a theme...

- Substitute pecans for the almonds
- Go nuts and try walnuts
- Raisins and pecans are rad, man
- Apricots are good, too. Marinate 'em in brandy for the heck of it. Rum might be a good marinade, too
- Baker's suggests omitting the nuts and fruit then after the fudge is in the lined pan, drop a half cup of your fave-o-rite peanut butter on top and swirl it into the fudge for a - Whoa! - marbled effect
- Heck, if the fudge is hard 'nuff -- repair the marble floor with it. It'll be your secret.



**STEVE BIDWELL, YOU MISSED
OUT ON THE MEMBERS'
DRAWING AT THE JUNE
MEETING!**

**THE JULY DRAWING WILL BE
\$50.00. BE SURE TO BE THERE -
YOU MAY BE A LUCKY WINNER
LIKE KEN HARDER WAS IN MAY**



CALLING ALL SCC WOMEN!

Be sure to save the third Wednesday evening every month for the Vette Visen dinners. When are you ever going to get a better opportunity to eat at a new and different, or old and incredibly good, restaurant with your girlfriends? Every month, we try a different place - and it's always fun, and interesting, and the company is beyond belief GREAT! TRY IT! I KNOW YOU'LL LIKE IT!

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

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