



NEWSLETTER  
*July-August 2011*





July/August 2011 A Newsletter for Corvette Enthusiasts 91 Members

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

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### *In this issue...*

*Chuck Mullins' Trip to  
24 Hours at Le Mans,  
Trip to Bryce, Zion &  
Vegas, Trip to Mt.  
Lemmon, Cajun Dinner,  
New Cruisers, Wanna  
See My Other Car,  
Carlisle Blue, , And  
Much More...*

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

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

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8585 E. Frank Lloyd Wright Blvd.  
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### Scottsdale Corvette Club Mission Statement

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

### 2011 Board of Directors

#### **President**

Manny Siprut (480) 361-5706 [mannysip@aol.com](mailto:mannysip@aol.com)

#### **Vice President/Treasurer**

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#### **Activities Director**

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#### **Governor**

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#### **Membership Director**

Mark Bales (480) 471-7365 [wmbales@gorvw.net](mailto:wmbales@gorvw.net)

#### **Secretary**

Mike Cassel (480) 563-2598 [mcassel@wickpilcherins.com](mailto:mcassel@wickpilcherins.com)

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## SCC Birthdays!

### July

Mark Naylor - July 1  
Karen Barrett - July 4  
John Parker - July 6  
Aaron Berkowitz - July 7  
Rollie Trayte - July 9  
Mark Bales - July 13  
Jackie Berkowitz - July 13  
Bemy Rasch - July 14  
Fran Harder - July 16  
Lon Durby - July 17  
Walter Juessen - July 23  
Greg Williams - July 25  
Sherry Nelson - July 31



### August

Hugh Anderson - August 1  
Dorinne Dobson - August 7  
Bonnie Weiland - August 16  
Steve Hoffman - August 21  
Bob Ostapovich - August 24  
Mark Shaw - August 26  
Jane Anderson - August 27



## **Coming Events!**

July - NO MEETINGS OR EVENTS SCHEDULED

August 4-7 - Vettes on the Rockies - Trip to Colorado  
August 17 - Club Dinner Meeting **[NOTE DATE CHANGE]**  
August 24 - Vette Vixens Dinner - Men's Poker Night **[DATE CHANGE]**  
August 31 - Board Meeting **[DATE CHANGE]**

September 14 - Club Dinner Meeting  
September 21 - Vette Vixens Dinner - Men's Poker Night  
September 17-19 - Trip to Antelope Canyon  
September 28 - Board Meeting

October 1 - Ethnic Epicurean Dinner  
October 12 - Club Dinner Meeting  
October 19 - Vette Vixens Dinner - Men's Poker Night  
October 26 - Board Meeting  
October 29 - Private Party at Gary & Kathy Gash's home

November 9 - Club Dinner Meeting  
November 12-13 - Trip to Palm Springs for The Follies  
November 16 - Vette Vixens Dinner - Men's Poker Night

December 7 - Board Meeting  
December 10 - Toy Run and Holiday Party

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

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## ***New Cruisers***



As seen on the cover of this issue of the Newsletter:  
Our newest members, Mike and Carole Lipsky, and their  
2006 Silver Corvette Convertible  
(Click on the photo to see a larger photo of Mike and Carol)

For those members who know Jack and Linda Rankin, former members of SCC, the Lipskys just bought this beautiful Vette from the Rankins, who referred them to SCC.

***WELCOME TO SCOTTSDALE CORVETTE CLUB!***



## Editor's Corner

Our "Headline Article" for this issue has to be Chuck Mullins' story about the trip

trip he and Karen took in June to Paris. They spent one day at the "Twenty-Four Hours at LeMans" race. Chuck kindly consented to write the story starting on page 13, and Karen emailed me the photos. What a treat for you all to have personal coverage of the big race at Le Mans! And what a coup that Team Corvette won!

When I asked new members, Mike and Carol Lipsky, to send me a photo of their Corvette for the Newsletter, they responded almost immediately with such a great photo that it seemed a natural fit for the cover of the Newsletter. Especially since I had not yet come up with a cover photo.

Mark Bales came through with an item of interest to you all as Corvette owners with the photos of the 2012 Corvette in the new color, Carlisle Blue. You can see Mark's photos from his trip in June

to Bloomington Gold on page 89.

Imagine my surprise when I received an email from Bernie Rasch describing his Canada Day experience with the Canadian police officer while driving his 1969 Charger. I emailed him back and said, "Bernie, where's the photo of your '69 Charger? Can I use this story in the newsletter?" Bernie responded with several photos of his muscle car and permission to use his story. Thanks to Bernie for treating us to another version of "Wanna See My Other Car"!

As I continue to stress, this Newsletter would be unremarkable without the efforts and contributions of all of you with your photographs, stories and ideas! Thanks to all who contribute to the Newsletter - past, present and future!

Dorinne





## FROM THE DRIVER'S SEAT

By Manny Siprut

Hope all of you are having a great summer. Dawn and I left Scottsdale on June 1st heading for Des Moines by car, our first driving trip back to Iowa. We spent a week going through Monument Valley, Four Corners, Durango, Silverton, Telluride, Montrose, Breckenridge, Boulder, and Estes Park. We even took the "train trip" from Durango to Silverton. We want to thank all the Club members who encouraged us to make the drive as we really enjoyed our visits.

We come to Des Moines every summer to visit with family and friends here. Hope you don't mind getting an update on our travels.

We were fortunate to have Mark Bales and his college friend "Mark" stop by on their way to Chicago. They allowed me to give them a little tour of our friendly town. If anyone else is traveling down Interstate 80 or 35 in Iowa, be sure and let us know.

I had the opportunity to attend the Good Guys Hot Rod and Car Show over the Fourth of July weekend here in Des Moines. There were over 3,000 cars on display. The day I went we had a really hot day with a "heat index" of 110, with our classic mid-west humidity. Sure kept the crowds down. I understand it has been plenty warm in Phoenix also.

On July 23rd, I will be attending the Albaugh Classic, which is a car show to raise funds for a local high school. Some of you will recall that I attended a couple of years ago. Dennis Albaugh has about two hundred cars in his collection, most of which are displayed in his own Club House, sitting in the middle of his personal 18 hole golf course. He made his "billions" (yes billions) inventing the core ingredient



# From the Driver's Seat

in Round-Up. In his car collection, among other cars, are every Chevrolet Convertible model ever made, as well as all of the various 55 - 58 Chevy's, and all of the Corvette models. For this show he also invites other collectors to show their cars, which will be displayed on the "fairways."

In addition to seeing cars in July, we will be taking the grand children to Lake of the Ozarks, MO, for a week swimming and boating.

We plan on heading back to Scottsdale in mid-August, and looking forward to seeing all of you again soon. And stay as cool as you can!

Manny



# 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*
- Michael Bulfer*
- Jim Dobson*
- Lon Durby*
- Fran and Ken Harder*
- Walter Juessen*
- Mike and Carol Lipsky*
- Chuck & Karen Mullins*
- Christine Pallister*
- Bernie Rasch*
- Manny Siprut*

# HOOKED ON CORVETTE RACING!

Story by Chuck Mullins  
Photos Courtesy of Karen Mullins





## Hooked on Corvette Racing!

"You have never been to a car race before and you start out at Le Mans?" asked Gary Pratt, team manager of Corvette Racing.

"Well, I figured I'd start at the top," I replied.

The one-day trek to Le Mans was mandatory. As we planned our trip to Paris my wife, Karen, and I were giddy about all of the sights we would see. The Louvre, Notre Dame, the Arc de Triomphe, and of course the famous tower that Mr. Eiffel built to commemorate the World's Fair of 1898. Le Mans was not on our "bucket" list. But we won this trip from Chevrolet for being one of the top Corvette Dealers in the country. Chevy wanted to celebrate our sales achievements by treating us to an inside look at Corvette Racing and a first-class trip to the 24 Hours at Le Mans. How can you turn that down?

Our day started early as we took a bus from our hotel in downtown Paris to the train station. The train ride was an experience on its own. The only other train I had taken was a short trip on the "Polar Express" out of Williams, Arizona with our grandkids. Not the same train line. This was a clean modern high-speed machine. The assigned seats were roomy and comfortable. Soon we were skidding along the magnificent French countryside at speeds well over a hundred

miles per hour. I'm still in awe at how manicured and pristine the small farms and towns were along the way.

Once we arrived in Le Mans we were taken on a private bus to one of the entrances where our special passes got us directly into the track. The tour guide led us through the grounds past factory and vendor booths loaded with all things racing and Le Mans. (Evidently Steve McQueen is still big here.)

We arrived at our destination for the day, the Chevrolet Suite



Chuck & Gary Pratt, Corvette Racing's Team Manager

Hooked on Corvette  
Racing!

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Chuck in Front  
of Corvette Racing's  
#73 Corvette







complete with buffet food and a private bar. It was directly above the pits for Chevrolet Racing. The festivities started soon in the suite as Gary Pratt entered with all six drivers from Team Corvette. He proved to be an accomplished public speaker as he took us through some of the history of the Corvette at Le Mans and introduced each driver. He also introduced a special guest, multiple times winner at Le Mans, Ron Fellows. As the introduction wrapped up, the team mingled with the guests in the suite. They were all very friendly and won you over immediately to Corvette Racing.

## Hooked on Corvette Racing!

There was one American driver, a tall handsome young man named Tommy Milner. I noticed that my wife and most of the ladies in the suite became suddenly interested in racing as they hovered around Tommy asking him questions. I just wanted to hang out with Ron Fellows. I got my picture taken with Ron and he autographed my Le Mans ticket.



Chuck and Karen with Tommy Milner

The rest of the day was a blast. We were down on the track and toured the pits before the race started. Later during the race we went back into the Corvette pits and watched the action first hand. The number of people behind the scenes, the activity levels, and their expertise were amazing.



Chuck and Karen with Ron Fellows



Corvette Racing #74 Making It Around the Track



## Hooked on Corvette Racing!



Corvette Racing #73 in the Pit Area

We spent most of the day hanging out of the window in the suite watching the cars race past. Each time one of the two Corvettes blew by in a yellow blur my wife would throw her arms into the air and cheer. (Maybe I should buy a yellow Z06...)

I recorded one of the pit stops on my I-phone. They changed drivers, filled up with fuel, cleaned the windshield, and changed all four tires. One minute flat!

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In the evening we made our way back to Paris. It was approaching midnight as we arrived at the Hotel. The day of racing that I wasn't excited about originally turned into the highlight of our trip. It's still the main thing we talk about when we mention Paris.

The next morning we would learn that our car # 74 had wrecked and was out of the race leaving us with only one car to pull us through. Our remaining car was a lap behind late in the race but Gary Pratt was leading his team with encouragement, "We can do this!" With little time left and running a double shift Tommy Milner (of course) driving Corvette # 73 chased down the Ferrari and took the lead. Teammate Garcia took over and held the lead for the win.

Corvette Racing!! I'm hooked!!!

Chuck Mullins



Corvette Racing Team in Pit During Race





Karen and Chuck with Tommy Milner, one of the winning drivers for Corvette racing



# TRIP TO NORTH RIM, BRYCE CANYON, ZION CANYON AND LAS VEGAS

MAY 19-24, 2011

Story by Fran Harder

Photos by Mark Bales and Fran Harder





## May Trip

The May Club trip to the North Rim, Bryce Canyon, Zion Canyon and Las Vegas began on May 19th with six cars that included Manny & Dawn Siprut, Walter & Michele Jeussen, Judy & Bob Findsen, Mark & Kathy Bales, Mike & Connie Cassel and Fran & Ken Harder. We left on a balmy 65 degree morning and made our first stop for lunch at the historic Cameron Trading Post, founded in 1916. Continuing on our way to Lee's Ferry Lodge circa 1929, we enjoyed spectacular scenery including the Vermillion Cliffs, stopping to view the Colorado River winding through Marble Canyon from the "Navajo Bridge" and Lee's Ferry where rafters were heading down the river. Our new best friend "Charlie," a crus-



The Colorado River winding through Marble Canyon



Driving through the Vermillion Cliffs



Group on the Navajo Bridge





Mark's GS and Walter ZR1

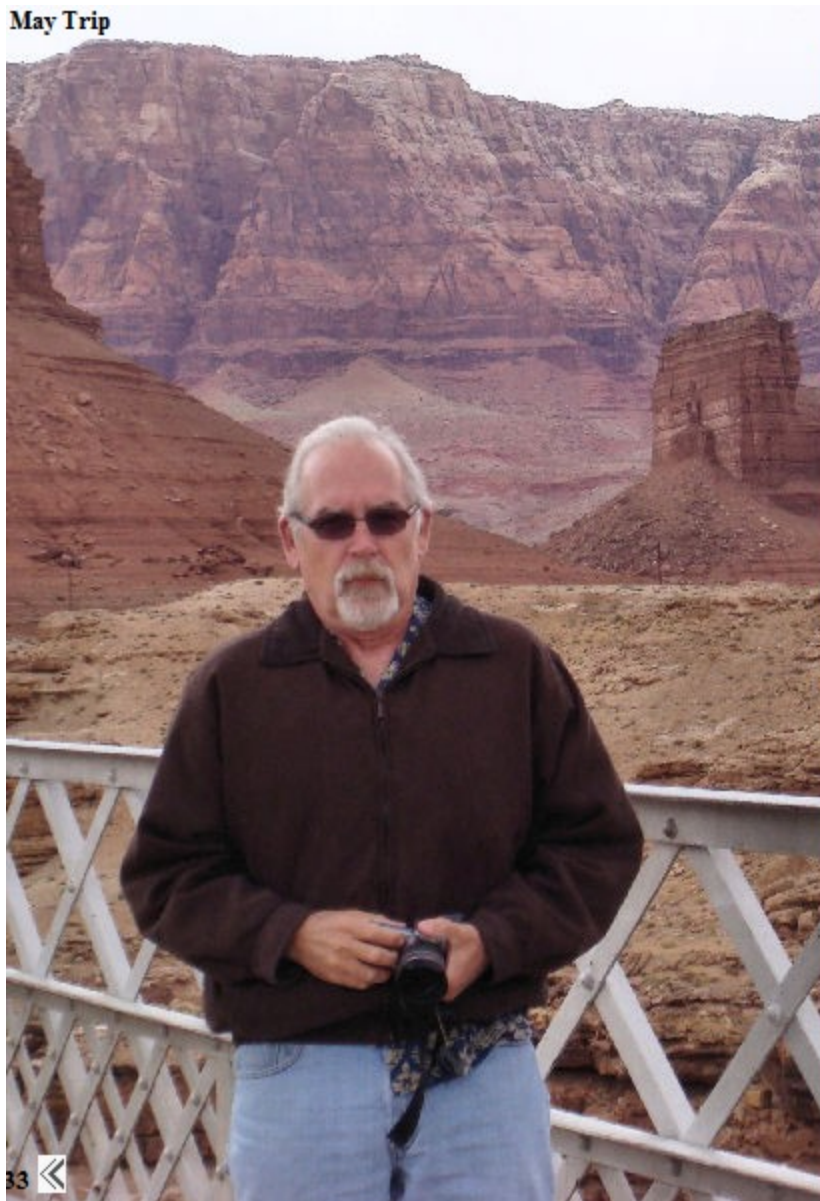


Bob and Manny holding up THE ROCK in Marble Canyon

At left, the group in Marble Canyon



## May Trip



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Left, Mark on the Navajo Bridge  
Above, Cocktail time at Lee's Ferry Lodge

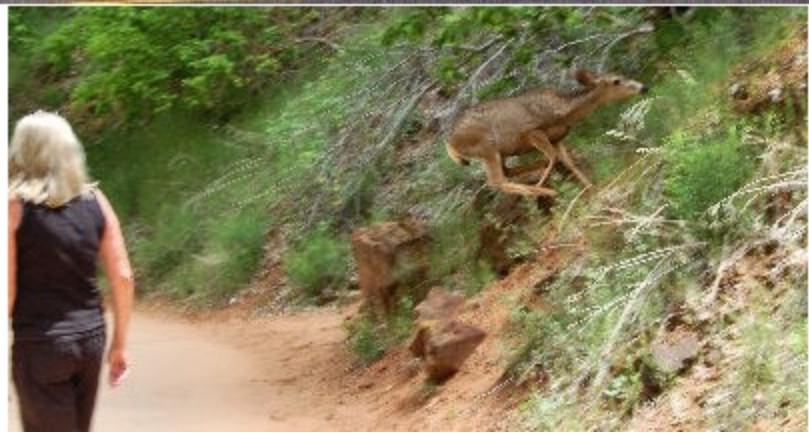




ty old waitress that served us at the Vermilion Cliffs Bar & Grille, is a force to be reckoned with - just ask Mike.

Day Two: We travel through the Kaibab National Forest on our way to the North Rim of the Grand Canyon. At 40 degrees we were lucky enough to see white-tailed deer in snowy meadows. Lunch was delayed as the restaurant tried to figure out where the chicken went. After viewing the spectacular North Rim, we left the Grand Canyon and encountered on and off rain mixed with hail and snow as the temperature dropped to 34 degrees. We made a stop at Jacob's Inn for gas and their famous, huge and warm chocolate chip cookies...only a glass of milk was missing. We arrived at Bryce Canyon Pines Hotel for our two-night stay and in time for cocktails.





Above: Lee's Ferry View  
Far Left: Squirrel Posing for  
Ken's Camera  
Near Left: Dawn and Deer  
Crossing Paths





Dawn, Manny and Kathy at North Rim



Snow at the North Rim



Mike, Connie and Ken at the North Rim

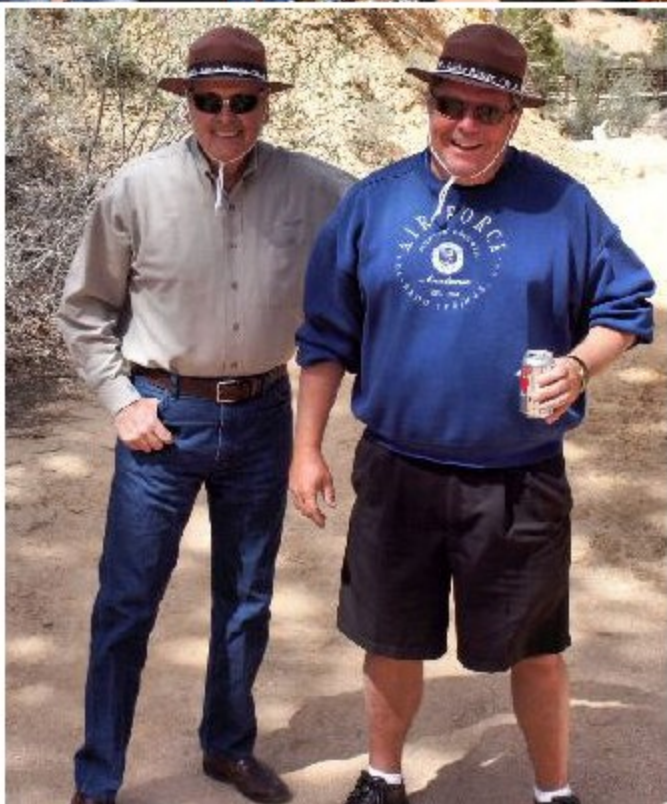
Day Three was spent enjoying Bryce Canyon from its many viewing and lookout points, as well as hiking trails (mostly for the hearty). Its red and pink limestone along with its many "hoodoos" and spires makes this canyon one not to be missed. We encountered Junior Ranger Mike and Junior Ran-



## May Trip



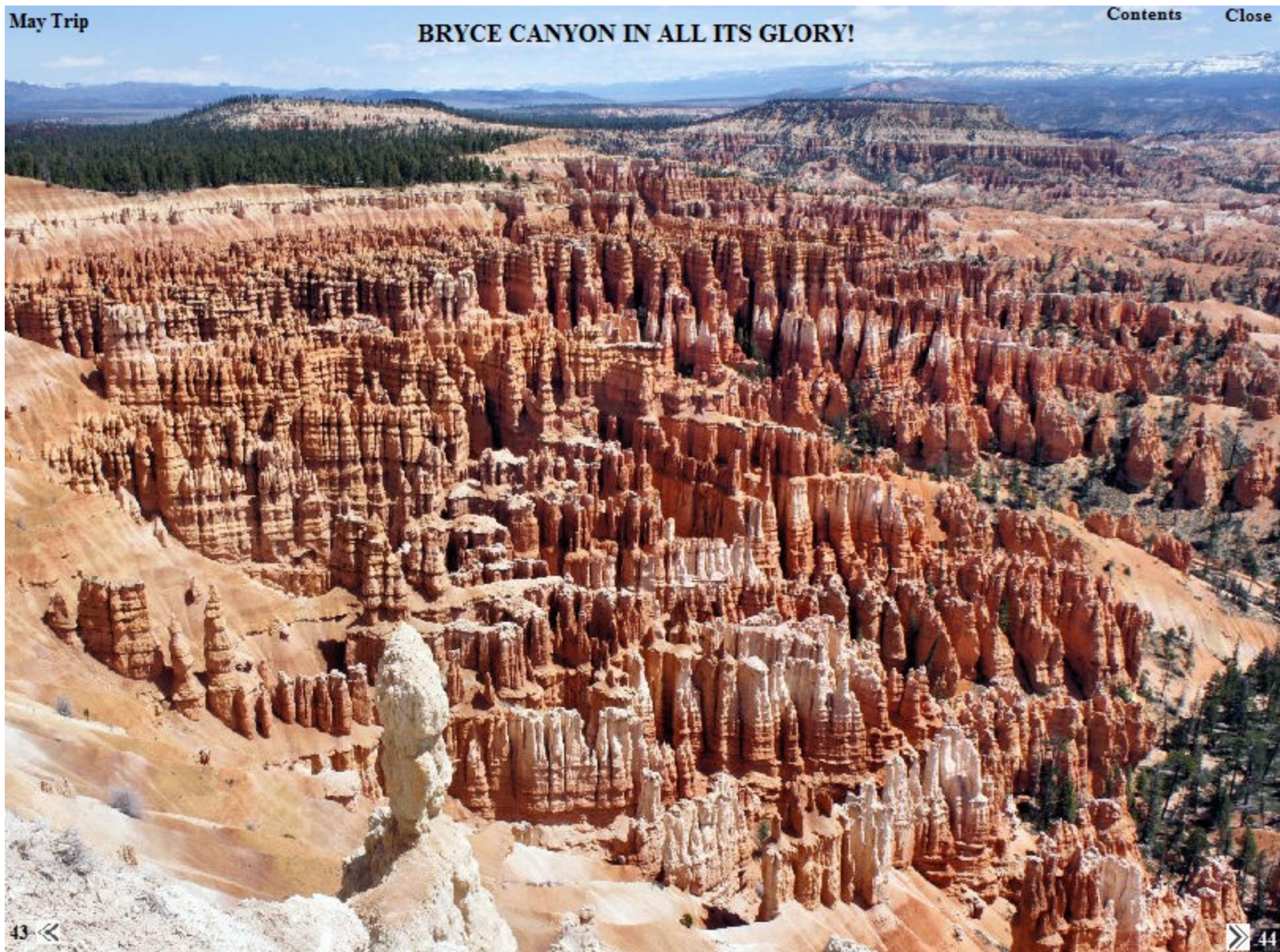
Left, cocktail time at Bryce Canyon  
Above, group at Bryce Canyon



Left, Junior Rangers Mike and Ken  
Above, Natural Bridge at Bryce Canyon



## BRYCE CANYON IN ALL ITS GLORY!





## May Trip

ger Ken who led us to a "Moss Cave" and a beautiful waterfall, making sure we stayed on the trail. That evening since all but one board member was present; an official board meeting was held at the hotel followed by a practice poker game for the next day's Vegas visit.



"Practice" poker game

Sunday morning we bid adieu to Connie & Mike and Judy & Bob who left to return home while the four remaining couples headed to Zion National Park. Again we were in awe of this magnificent canyon scenery. The shuttle ride takes one through the canyon and each stop offers many hiking trails to explore nature. We all were able to see a waterfall cascading down a cliff and then along a trail we had several deer cross our path. A squirrel was kind enough to pose for pictures. After our lunch on the balcony of the Red Rock Café, we continued on our journey to Las Vegas.



Walter and Ken Make a Wish

We arrived in Vegas and checked into the Monte Carlo. After relaxing and enjoying a few cocktails, we all headed to the button-popping, belt-loosening buffet... and... then.... oh yeah..... What Happens In Vegas, Stays In Vegas..... But we will give you a little hint: some won, some lost, some broke even, boys attended car shows, girls had successful





Vettes at Zion National Park



Group at Zion

At right, waterfall in Zion National Park







The guys looked at cars at the Car Museum and posed by Elvis' gilded bust





## May Trip



The girls encountered this multiplex of chocolate fountains while out shopping

shopping trips, elevator door tried to eat Kathy's arm, stranger handed Ken two tickets to David Copperfield show... And, if you'd like to know more? Come join us for a monthly Vette trip!!

Tuesday morning - sunglasses on, stiff black coffee in hand, headed home to Phoenix.

Our last lunch stop was "Lucia's" in Wikieup. Lucia was from Peru and when Myron met her and fell in love, he had to convince Lucia to come and live in Wikieup. She would only agree to 30 days at a time...that was 50 years ago. The restaurant now includes one of a kind Hopi, Navajo and Zuni jewelry (ask Michele), pottery, rugs and artifacts.

Visiting the Grand Canyon, Bryce Canyon and Zion Canyon should be a requirement. We all need to be reminded occasionally how great Mother Nature is.

Many thanks to Walter and Michele for a fabulously planned trip!!

Fran



Walter and Ken posing in native costumes

## Corvette Racing

### 24 Hours of Le Mans in Le Mans, France, June 11-12, 2011



Corvette Racing Car #73, driven by Olivier Beretta, Tommy Milner and Antonio Garcia won the GTE class, completing 314 laps and finishing two minutes and 29 seconds ahead of the runner-up Ferrari. This victory was the seventh class win at Le Mans for Corvette Racing, and its first in the GTE Pro category. It came as Chevrolet celebrates its 100th anniversary and the 10th anniversary of the team's first Le Mans victory in 2001. C6.R #74, driven by Oliver Gavin, Jan Magnussen, and Richard Westbrook, led the GTE class for nearly 16 hours but retired following a crash in the 17th hour. For more about the race, follow the link: [http://](http://media.gm.com/content/media/us/en/gm/news.detail.html/content/Pages/news/us/en/2011/Jun/2011LeMans/RACIN)

[media.gm.com/content/media/us/en/gm/news.detail.html/content/Pages/news/us/en/2011/Jun/2011LeMans/RACIN](http://media.gm.com/content/media/us/en/gm/news.detail.html/content/Pages/news/us/en/2011/Jun/2011LeMans/RACIN)

G22- Also check out Chuck Mullins' article on page 13.

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

**THERE WAS NO WINNER AT  
THE JUNE MEETING. YOU  
MUST BE PRESENT TO WIN  
THE \$50 CASH PRIZE AT THE  
AUGUST MEETING!**

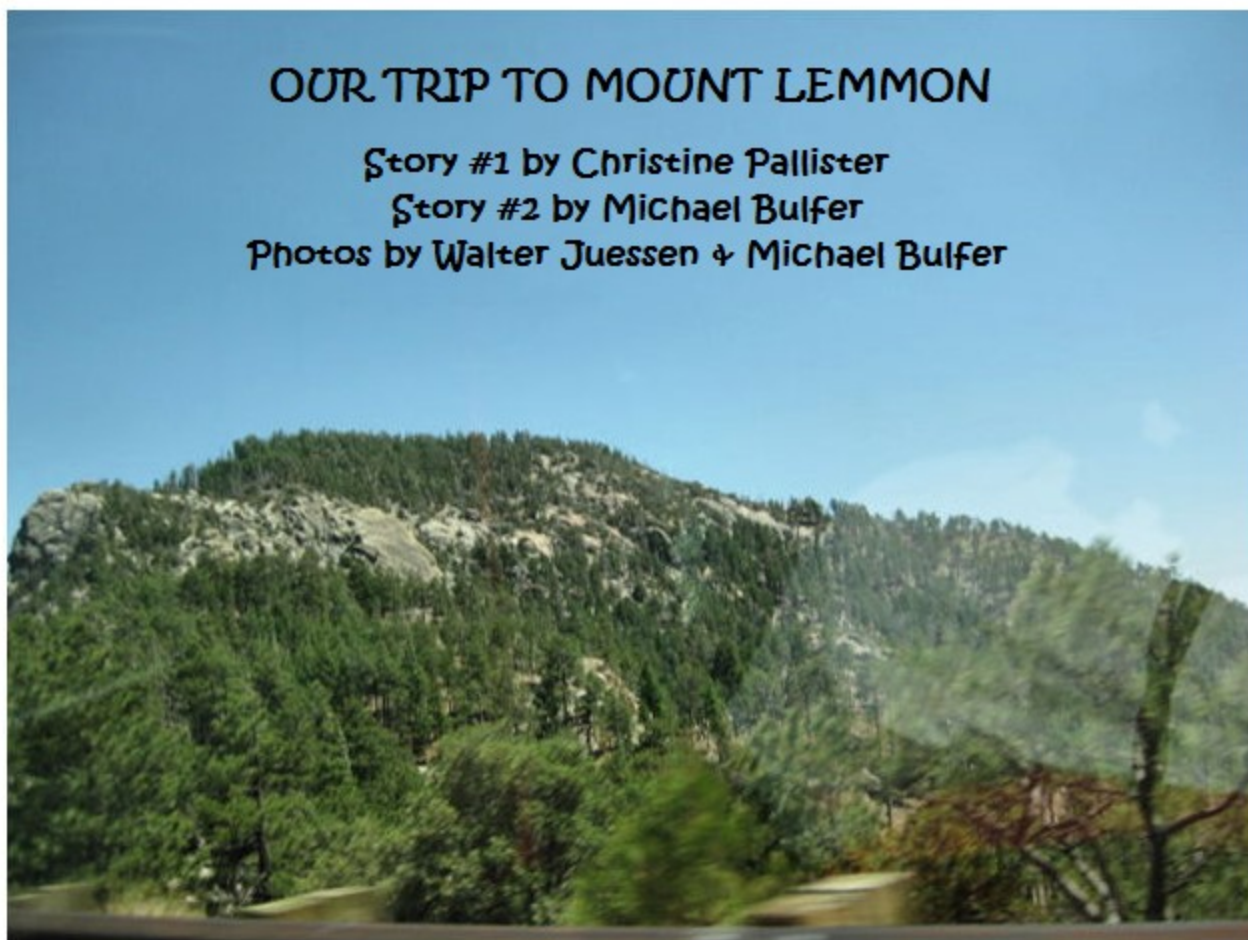


## OUR TRIP TO MOUNT LEMMON

Story #1 by Christine Pallister

Story #2 by Michael Bulfer

Photos by Walter Juessen & Michael Bulfer





## Our Trip to Mount Lemmon

By Christine Pallister

We had five Corvettes when we left Scottsdale and headed for I-10 towards Tucson: white, blue, red, red, black. We zipped down I-10 in the traffic and managed to stay together through Tucson, but there a silver Corvette joined the end of our caravan. They followed us as the scenery changed from streetlights and stores to open spaces between homes and then into saguaro-covered foothills. The silver car was still there, looking like part of our group, when we went through the ranger station. Next we had some good Corvette driving fun on the switchbacks going up Mt. Lemmon with the silver car holding a tight line on the curves right on our tail and obviously loving it, too.

The silver car honked and waved goodbye at Summerhaven as we went on a bit more to the top where there was a restaurant, chairlifts and ski slopes. At the restaurant we had a good lunch on their shaded deck, and we commented how delightfully cool it was for Arizona in June.



View of the Road up Mount Lemmon



Lunchtime



## Our Trip to Mount Lemmon Story #1

As we left the restaurant and passed through the parking lot on our way to the chair lifts, we found the silver Corvette parked right there beside our cars. It was driven by a man with his mother, she a former Corvette owner. He was a member of a Tucson car club, and he said they had really enjoyed the ride up with us.



The silver Vette is parked at the left end

Next most of our group took a ride on the chair lift which was running very slowly, making it easy to get on and off. From the chair lift we could look closely at the pine forest on the way up and see for miles and miles over the valley on the way down.

Fire danger was very high, so all of the turnouts we had passed on the way up were closed. Walter planned that we would drive slower on the way down so that we could enjoy the scenery. When we left the parking lot, we took a quick tour



The Ski Lift

through Summerhaven which was tiny and had a summer festival with pony rides and clowns for children.

On the way down Mt Lemmon we saw some long views over the valley and some extraordinary rock formations including hoodoos and veined metamorphic rock in the road cuts. Gradually the vegetation changed from pine forest to yuccas to saguaros and then we were in the valley with creosote bushes and mesquite trees.

We came home through Florence with three cars: white, blue, black. The drive was notable because of the thick stands of chollas on both sides of the



## Our Trip to Mount Lemmon Story #1

road for a long stretch and all of the prisons we passed in Florence. By this time it was quite a bit warmer than it had been on Mt. Lemmon, and we parted in the East Valley on the 202.

Thank you, Walter, for all of your good planning.

Christine Pallister



## Our Trip to Mount Lemmon

By Michael Bulfer

We started the trip to Mt. Lemmon, by meeting our guests, Kurt and Valeta Knipe, in their Red 2004 Convertible at their house in Cave Creek. We proceeded down the 101 for our meeting with the rest of the event group at the Starbucks on Indian School. All was well. Then as we approached Shea, the 101 was closed for repairs. So our little band of two Corvettes was diverted West on Shea to Hayden, one of my least favorite streets (I don't know where it ends and when it goes North and South). This detour was not a problem because Kurt, unlike Bonnie and me, has lived in Arizona many years and guided us safely to the rendezvous at Starbucks. Our group from Cave Creek arrived first, soon followed by Walter and Michele Juessen (White ZR1), Al and Karla Redford (Jet Stream Blue Grand Sport), and Jere and Christine Pallister (Black Grand Sport). With their arrivals everyone was accounted for. Once we all had drinks and snacks from Starbucks, Wal-



## Our Trip to Mount Lemmon Story #2

Walter assembled our band of travelers. He handed out detailed instruction sheets with maps for our trip down to Tucson and Mt. Lemmon. Walter briefed us on the speeds we would be trying to maintain, the order we would try to keep in the caravan, and communications by radios and cell phones. Bonnie and I had the luxury of a radio loaned by Ken and Fran Harder, which made the communication much easier and more enjoyable.

Without further ado, at approximately 9:00 am, we got in our cars and headed out of Starbucks to the South 101. We quickly shot down to the 202 and west to the South Interstate 10. No issues so far. Once on I-10, we encountered a good amount of traffic, semitrailer trucks and cars. Soon a small gray car cut right in front of Kurt and Valeta (no turn signal) then moved over a lane and cut Kurt off again. We saw all this like a bad movie because Bonnie and I were in caravan right behind Kurt. Kurt was able to avoid this poor driver, and we all proceeded with caution to our first stop at Picacho Peak. We stopped there for those that needed a bio break and to top off our Corvettes with gas.

To stay on schedule, we quickly headed back south on I-10 to arrive in Tucson around 11:30 am. We exited

I-10 and headed east to the Catalina Highway. In a short 15 minutes we were headed back north on the Catalina Highway to the top of Mt. Lemmon. Once headed north we quickly began heading straight up the mountain on a beautiful curvy stretch of 26-mile two-lane road filled with sharp inclines and curves and beautiful views of Tucson. I was a little too excited driving so I do not know how long it took to get to the top, but Walter led us in a spirited but controlled drive.



View of the Road up Mount Lemmon

The entire group made it, and we all had huge smiles on our faces when we exited our cars at the parking lot for the Iron Door Restaurant which is at the top of Mt. Lemmon. I think there are at least 85 turns in the 26-mile ride.





Our Corvettes in the Parking Lot



Lunchtime

We enjoyed the view to the east which was unbelievable, took some pics of the group and then headed into the restaurant for our noon reservation. Walter had arranged for us to eat outside, with the cool breeze of the day whistling through the trees while we enjoyed a leisurely lunch. The food on the

menu had somewhat of an old world flavor, offering bratwurst with sauerkraut and apple sauce. The lunches were so large none of us had room for dessert.

After lunch we headed to the parking lot. Bonnie and I headed down the mountain by ourselves, while the rest of the group headed up to the summit via ski lift. On our way down, we stopped in Summerhaven, based on Walter's suggestion, to see the shops. We did not have much time for shopping there but did find the General Store which had some tremendous homemade fudge. We bought a small amount to take back home. Yum, Yum. Trip back down the mountain was a little slower, and I knew more of what to expect so we could slow down and enjoy some of the beautiful rock formations and sweeping vistas from the road. Once



Our Trip to Mount Lemmon Story #2



Bonnie with Club Members in Distance

down to lower elevation, we headed back over to I-10 and north for an uneventful ride home. The old Corvette (Lady Bug) handled wonderfully all day, and Bonnie and I really enjoyed the trip.

Our sincere thank you to Walter and Michele for planning the trip, and leading our group on a very enjoyable and memorable ride. We know Walter and Michele have been "Trip Masters" for several years, and we really appreciate their enthusiasm and kindness to those of us who joined them on this drive.

Michael



The Group



Walter took note of of how Michael parks his Car! Walter says he needs two spaces!





Word is out that GM will adopt a European-style, small-block, turbocharged V8 for the C7 Corvette.

Read this report on from TheDetroitBureau.com by clicking on the link:  
<http://www.thedetroitbureau.com/2011/05/next-corvette-to-target-euro-supercar-fans-with-small-high-revving-turbo-v8/>.

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# OUR FOURTEENTH ETHNIC EPICUREAN EXPERIENCE CAJUN FOOD AT BABY KAY'S CAJUN KITCHEN Pictorial Essay by Dorinne Dobson



Betty (Mark's Mom) and Kathy



Cajun Dinner at Baby Kay's



Fran and Ken



Carol and Mike Lipsky (Sorry your amateur photographer caught Mike with his eyes closed)



Norma and John



Michael, Dorinne and Bonnie



## Cajun Dinner at Baby Kay's

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Michele and Margrit



Sue and Walter



A few of the delightful dishes we ate at Baby Kay's: Crawfish etouffe, on the left, and hush puppies, at right







Ken and Dick



Terry and Steve



Gumbo at left, and Jambalaya, on the right, were more of the delicious dishes we treated ourselves to at Baby Kay's!







## JUNE 30 2011 58TH ANNIVERSARY OF FIRST PRODUCTION CORVETTE

Fifty-eight years ago, on June 30, 1953, the first production Chevrolet Corvette rolled off the temporary assembly line in Flint, Michigan. This was just six months after the Corvette made its world debut at the 1953 GM Motorama at the Waldorf-Astoria Hotel in New York City.

The Flint line would build 300 copies of the '53 Corvette—all of them white, with red interiors and black folding tops. Under the hood was the Blue Flame Six, a 235-cubic-inch inline six-cylinder engine rated at 150 hp. It was mated to a two-speed Powerglide automatic transmission.

The price? The 1953 Corvette had a base sticker price of \$3,498. The options list was short: a heater, which added \$91.40, and an AM radio, which added \$145.15—and all 300 cars were built with both options. (From Autoweek 6-30-11)



# WANNA SEE MY OTHER CAR? - PART FOUR

My Encounter with a Toronto Patrol Officer

July 1, 2011

Happy Canada Day !!!

Story and Photos by Bernie Rasch



I was driving southbound on the Don Valley Expressway, in Toronto about 2:30 PM on a glorious sunny day. Holiday traffic was moving at a casual rate and I was trying to get away from a City garbage truck that I had been following and unable to pass. My 1969 Dodge Charger muscle car does not have air-conditioning so all my windows were down to keep cool, as it was nearly 85 degrees F. The smell of the hot garbage was wafting into the car, and I frankly did not enjoy the whiff..





I saw a Jeep pulling a trailer with an '85 Mustang Cobra and wanted a closer look, so I managed to find an opening and passed the trash truck (gingerly I might say), and pulled alongside the Cobra and expressed my admiration for its bright yellow paint job. My Charger is orange so being so close they must have looked like part of a fruit salad.

Anyhow, the transfer ramp to go west on the Gardiner expressway was coming up, and there were two slow vehicles on the ramp, going about 40 mph. The speed limit is 55 mph. So to neatly weave between them, I accelerated to about 75 mph to reach the straight away on the Gardiner ... quite in control and enjoying the Toronto skyline on this perfect summer day.

As I entered the Gardiner it was free of any traffic, and my temptation was to open it up. But a small voice in my head cautioned me. Well, that voice was more aware than I was.

Apparently a Toronto Patrol car had been pacing me for a bit, unseen by me, as generally on a ramp I don't check my rearview mirror. All eyes ahead on curves, I say.



## Bernie Rasch's '69 Charger

So I slowed down to 70 mph which was still 15 over the limit, and the patrol car pulled alongside me and just about 10 feet back and paced me. This is not the first time I have had police admiring my car, but you never know their intention.

I was cool and slowed a bit, but drove straight ahead, and then the patrol car passed me and took my speed about 3 car lengths ahead. We both exited onto the Spadina ramp, which I use to go home to my downtown condo. I intended to take Spadina and he was signaling to go right to the Lakeshore ramp.

At the last minute I saw a back-up on the ramp so I quickly went right and was again behind the patrol car. We came to the first stop light on the Lakeshore where I signaled a right to turn onto Bathurst and waited on the red.

Suddenly this large, 40 something officer leaps out his car, leaving his door open to oncoming traffic, and approaches me. I could not see his eyes through his Dirty Harry type sunglasses, but there was no mistaking the look on his face. He was smiling as big as he could.

He came over to my window and said: "Bernie I love this car! It is so sweet!" And he gave me a thumbs up.

How did he know my name? Well, I guess he ran my plates which are easy to remember as they say "69 CHARGER!" And being a mature person who looks like he did not steal the car, he wanted to talk. He asked



# Bernie Rasch's '69 Charger

about the motor, and I told him I had just rebuilt it due to some high speed hi-jinks away from his beat. He nodded.

The light we were stopped at turned green. As he walked slowly away, I said "Officer, do you want to see if you can take me at the next light?"

"No way," he said, gave me a parting polite gesture, and we both went our ways.

I write this as this is not the first time this has occurred. When you drive restored muscle cars, patrol officers, in those cumbersome Ford Vics with 300 HP (I am guessing), are ardent admirers of Detroit Iron.

It made a great Canada Day memory for me. I will drive slower, however, in the future, as there's no guarantee that all patrols love these old beauties.

Bernard Rasch



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



Michael and Bonnie Bulfer had a guest on Fourth of July - Betty, the Bob Cat (Michael named it). He says she was very pretty, but intimidating. Betty was about twice the size of a large house cat, with beautiful coloring, almost orange in the sunlight with black highlights.



## Blown Z06 Vette Walks A Million Dollar Koenigsegg at Russian One-Mile Drags

From my Wickenburg "car guy," retired GM employee, friend and "car stuff" email buddy, here's an interesting video on a drag race between an enhanced Z06 with an estimated horsepower of 700 socking it to a Swedish hand-built super car with 1000 horsepower and a million dollar price tag. You guys are gonna love it!

Just click on "bangshift.com" in the link to see the video: [http://](http://www.bangshift.com/blog/Kill-Video-Blown-Z06-Vette-Walks-A-Million-Dollar-Koenigsegg-at-Russian-One-Mile-Drags.html)

[www.bangshift.com/blog/Kill-Video-Blown-Z06-Vette-Walks-A-Million-Dollar-Koenigsegg-at-Russian-One-Mile-Drags.html](http://www.bangshift.com/blog/Kill-Video-Blown-Z06-Vette-Walks-A-Million-Dollar-Koenigsegg-at-Russian-One-Mile-Drags.html)



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**SCC WOMEN!  
SAVE THE DATE!**

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

**WATCH YOUR EMAIL FOR  
DETAILS ON THE AUGUST DINNER WHICH  
WILL BE ON THE FOURTH WEDNESDAY - ONE  
TIME ONLY - AUGUST 24TH!**

# CARLISLE BLUE





## Carlisle Blue

Thanks to Mark Bales, who visited the Bloomington Gold car show on his travels through the Midwest last month, and shared these photos of the new Corvette color for 2012.



Mark saw the car at Bloomington Gold, and says there is a lot of controversy about the new color on [corvetteforum.com](http://corvetteforum.com). Carlisle Blue is apparently a like it or hate it color, with no in-between opinions.

## A LITTLE FOLLOW-UP ON LAST ISSUE'S COVER PHOTO

Lon Durby reports that his Vette cleaned up very nicely, thank you, after the snowy photo on the cover of the May-June issue. He sent this photo to make his point:

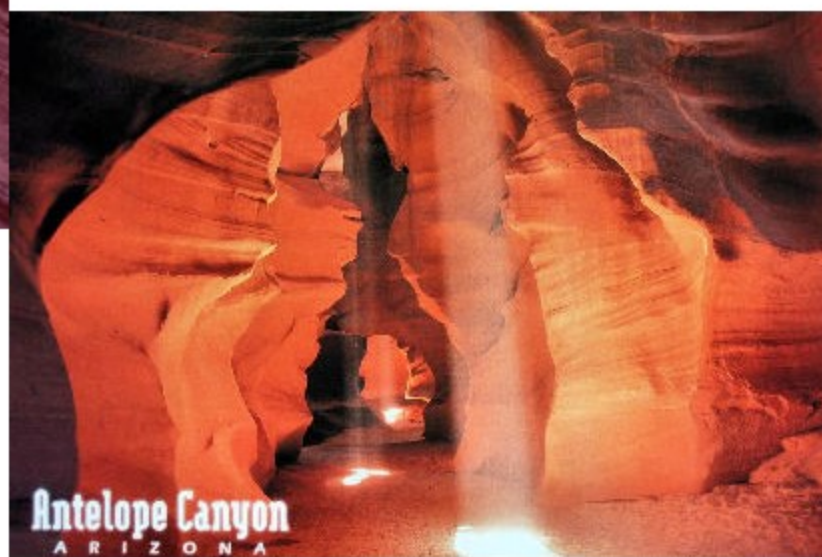


**SEPTEMBER 17-19, 2011**

**DON'T MISS OUT ON SCC'S  
WEEKEND TRIP TO  
ANTELOPE CANYON NEAR  
PAGE, ARIZONA!**



If you've never been to the slot canyons up by Lake Powell, near Page, Arizona, you are in for a treat! The canyons were formed by erosion, mostly floodwaters, and the colors are spectacular. The canyon walls are full of swirls and curlicues. More details on the trip will be forthcoming soon from Walter.





## SAVE THE DATE!

### FIRST SATURDAY EVERY MONTH!

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

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

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

**SEE YOU THERE ON AUG. 6TH?**

## ATTENTION ALL SCC MEMBERS!

### WEAR YOUR SCC NAME BADGES!

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

## 2011 HISTORIC PRESCOTT ALL CORVETTE CAR SHOW

While this is not an official SCC activity this year, we have participated in this event for the past several years. In the event you are interested in participating on your own, there are some new features this year that may be of interest. The dates are Friday, September 23 through Sunday, September 25. The weekend festivities will start Friday night with a dinner downtown on the Courthouse Square catered by Firehouse Kitchen at a cost of \$10 per person, and there will be live music and a cash bar. Saturday will be car show, and Sunday there will be a continental breakfast downtown followed by scenic drive-outs to Sedona, Cottonwood and Bagdad. For the Sedona- Cottonwood drive-out, contact Don Grobengieser at [grobengieser1@q.com](mailto:grobengieser1@q.com); for information on the Bagdad drive-out, contact Phil Muscat at [pmuscat@cableone.net](mailto:pmuscat@cableone.net).

You can get registration information on the Prescott Vette Sette web site at [www.prescottvettesette.org/](http://www.prescottvettesette.org/).



 AN AMERICAN R=VOLUTION



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

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