



NEWSLETTER
July-August 2015



Here are three of New Members Jim and Roxanne Goss's older Corvettes, from their stable of EIGHT currently owned Corvettes! You can see them all, starting on page 6 of this Newsletter!



NEWSLETTER
July-August 2015



*New Members Laura and Jeff Becker toasting
their 2015 Shark Grey 2LT Stingray Coupe
You can see the Vette on page 11!*



July-August 2015 A Newsletter for Corvette Enthusiasts 133 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
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In this issue...

***New Cruisers, Members
with New Vettes, Coronado
Trail Trip, Trip to Wupatki
& Sunset Crater
Monuments, More on
Dennis Brink's Visit to
NCM, and Much More...***

Meetings:

SCC meets the 2nd Wednesday
of each month at 6:00 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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Van Chevrolet
8585 E. Frank Lloyd Wright Blvd.
Scottsdale, AZ 85260
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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.

2015 Board of Directors

President

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

Vice President

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

Treasurer

Mike Cassel (480) 563-2598 mike.cassel@usi.biz

Activities Director

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

Membership Director

Frank Tasnadi (623) 332-4571 Gbpo01@yahoo.com

Secretary

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

Governor

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

SCC Birthdays!

July

Karen Barrett - July 4
John Parker - July 6
Aaron Berkowitz - July 7
Dennis Brink - July 9
Rollie Trayte - July 9
Chris Mead - July 12
Gary Ronquist - July 12
Mark Bales - July 13
Jackie Berkowitz - July 13
Benny Rasch - July 14
Fran Harder - July 16
Dana Meronuk - July 17
Walter Juessen - July 23



August

Hugh Anderson - August 1
Dorinne Dobson - August 7
Solange Chaikin - August 8
Marsha Amir - August 10
Sheryl Brink - August 21
John Ainlay - August 22
Jim Voice - August 22
Norma Banen - August 25
Mark Shaw - August 26
Jane Anderson - August 27



Coming Events!

July - **NO ACTIVITIES!**

July 30-Aug. 2 or 3 - Trip to Monument Valley & Moab, UT
 Aug. 12 - Club Dinner Meeting
 Aug. 19 - **NO Vette Vixen Dinner/Men's Poker Night**
 Aug. 26 - Board Meeting

Sept. 9 - Club Dinner Meeting
 Sept. 16 - Vette Vixen Dinner/Men's Poker Night
 Sept. 23 - Board Meeting
 Sept. 25-27 - Prescott Historic Corvette Car Show

Oct. 14 - Club Dinner Meeting
 Oct. 17 Trip to Box Canyon
 Oct. 21 - Vette Vixen Dinner/Men's Poker Night
 October 28 - 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.



New Cruisers

Welcome to new Members, Jim and Roxanne Goss, and their Corvettes, listed as follows, with photos on the following pages:

1954 Red Convertible

1956 Project Car - Work in Progress

1957 Red LS Retro Rod

1962 Red Convertible

1963 Red Split Window Coupe

1977 Black T-Top

1987 Red Convertible

2014 Red Convertible

WELCOME TO SCOTTSDALE CORVETTE CLUB!



1954 Red Convertible



**JIM AND ROXANNE GOSS
AND THEIR "STABLE" OF
CORVETTES!**



1956 Project - Work in Progress



1957 Red LS Retro Rod Convertible



*More of the Gosses' Corvettes:
Upper left, 1962 Red Convertible; Lower left, 1977
Black T-Top; Upper right and down: 1963 Red
Split-Window Coupe, 1987 Red Convertible, and 2014
Red Convertible*

New Cruisers

New members from the past few months who have now gotten their photos to me for newsletter publication are:



Jeff Smith and his 1966 Trophy Blue Stingray Convertible



Jeff and Laura Becker and their 2015 Shark Grey 2LT Coupe. You saw the photo of Jeff and Laura on the second front cover raising a toast!

FROM THE DRIVER'S SEAT

By Steve Patricola

Hello everyone. Hope all is well.

As you know, I recently sent out an email outlining some changes the Board has made to help maintain the Club mission and goal as well as Club dynamics. Feedback regarding the capping of membership at 135, Club meetings at 75 and overnight trips to 12 cars has been very positive, and we appreciate your confidence in the Board's direction.

Summer has arrived, and the heat index is through the roof so stay hydrated - Water that does not mean Heineken either. I think this picture says it best:



Our monthly meeting held June 10th was attended by 50 members. We had no speaker, but Phil D'Alessandro, our NCM ambassador, provided a very good overview of what is happening with the Corvette Museum. Unfortunately, I misspelled our newest members' last names and had to do a mea culpa. We also noted that Peter and Lucy Boland bought a new 2015 Vette and were influenced by none other than el presidente's recent purchase. As usual the Vette Vixen's luncheon was successful as was the men's poker night.

Eight cars and 16 people attended the Sunset Crater trip near Flagstaff held June 13th and 14th.

Reminder: No July meeting.

August Meeting: August 12th and the speaker is Geno DeNicola from Vette Culture.

Gainey Ranch: I am in the process of negotiating 2016 rates with Gainey and will provide you feedback on any rate increase.

Holiday Party: Will still be held on Saturday, December 5. I am working on an alternative venue for the holiday party (indoors) which will have a DJ or a live band. I am working on the costs now and will try to finalize them in July. I'll provide all of you

you with that information when we finalize the cost structure.

Thanks and stay cool...

Steve




Terry and Steve

Please remember, when RSVPing for Club events, dinner meetings, Vixen dinners, poker nights or any other type of Club function, that your RSVP is a commitment to attend, and we're counting on you to be there. If something comes up that you cannot attend, please be sure to contact the person in charge to let them know. Thank you!



**SCC MEN!
SAVE THE DATE!**

**THIRD WEDNESDAY
EACH MONTH!
POKER NIGHT!
WATCH YOUR EMAIL
FOR DETAILS!**



***DON'T FORGET THE MEMBERS'
DRAWING AT THE MONTHLY
DINNER MEETINGS! IT INCREASES
BY \$25 EACH MONTH IF THE
WINNER DRAWN IS NOT PRESENT
AT THE MEETING! BE SURE TO BE
AT THE AUGUST MEETING!
YOU MIGHT BE THE WINNER!***



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

*Mark Bales
Jeff & Laura Becker
Dennis Brink
Jim Dobson
Jim & Roxanne Goss
Ken & Fran Harder Harder
Walter Juessen
Steve Patricola
Jeff Smith
Frank Tasnadi
Rollie Trayte*



Editor's Corner

By Dorinne Dobson

It's July and SCC is not active this month, at least not till the very end of the month, when the

trip described on the next page takes place.

We have another interesting newsletter this time, with new members, Jim and Roxanne Goss, and their stable of Corvettes (pictured on the cover and on pages 6-10), and articles on recent trips: the Coronado Trail trip, written by Ken Harder (page 31) and the Wupatki Ruins and Sunset Crater trip, written by John Ketterl (page 53), with accompanying photographs on both articles by Mark Bales.

Rollie Trayte sent me some interesting "tech" stuff about the mid-engine Corvette development, the restoration of the one millionth Corvette that was damaged in the sink hole disaster, as well as some before and after photos concerning that disaster. We finished up Dennis Brink's photos and remarks in that same regard after his trip to the Corvette Museum in April.

Thanks to all who contributed to this issue!

Save the Wave!
Dorinne



The SCC Trip to Monument Valley and Moab, Utah, and surrounding area, on July 30th-August 2nd or 3rd Is SOLD OUT!

However, you can get on a waiting list, in case of any cancellations. Contact Walter by clicking [here](#) if you want to be put on the waiting list.

This promises to be an exciting trip, through Monument Valley for an overnight stay with dinner and a jeep sightseeing trip, then on to Moab for a tour of a private garage with 60+ cars (20 Corvettes), and a trip through the nearby national parks (one of which is pictured above).

SCC MEMBERS WITH NEW CORVETTES!



Terry Patricola with their 2015 Z51



Steve says this is Terry's new car. They took delivery on May 19, and it had 5 miles on it when these photos were taken. It's an LT2 with red interior, and by now they have added chrome wheels and a clear bra.

* * *

Peter and Lucy Boland have a new 2015 Dark Red Metallic Z51. Unfortunately, your editor was lax in not requesting a photo of this new baby in time for this edition. Maybe next time...



**9th Annual
2015 Historic Prescott Corvette Car Show
September 25-27**

**Get Registration Forms and Information
at www.prescottvettesette.org**

**Contact Walter (juessen@aol.com) for Hotel and
Other Information on SCC Activities that weekend**



CLUB TRIPS/ACTIVITIES FOR 2015

Courtesy of Walter Juessen, Activities Director

I  A Mystery

January 24

IT'S TIME FOR ANOTHER
MYSTERY TRIP!

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

February 20-22

Trip to Boneyard & Colossal
Cave, near Tucson



March 28

House Party at Aaron &
Jackie Berkowitz's Home



April 26-28

Trip to Williams, Peach Springs
& Oatman



May 15-17

The Coronado Trail
South to North

June 13-14

Trip to Sunset Crater and
Flagstaff



CLUB TRIPS/ACTIVITIES FOR 2015 - Continued

July

NO ACTIVITIES!



July 30-August 2-3

Trip to Monument Valley
and Moab, UT

September 25-27

9th Annual Historic Prescott
Corvette Show



October 17

Box Canyon near Florence

November 14

Trip to Organ Pipe National
Monument and Casa Grande



December 5

Toy Run to Van Chevrolet
and Holiday Party

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Welcome to the Scottsdale Corvette Club Store

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

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

Check It Out!!

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

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

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

SAVE THE DATES - FIRST SATURDAY EVERY MONTH!

CORVETTES & CAFFEINE

at Corvette Performance Arizona

Scottsdale Road between Thomas & McDowell

FREE DONUTS, BAGELS & COFFEE!

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

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

RSVP REQUIRED AT

<http://corvettesandcaffeine.com/>

SCOTTSDALE MOTORSPORTS GATHERING

at the Shops at Gainey Ranch

8877 North Scottsdale Road

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

*In the summer the cars arrive fairly early in
the morning - 7:00; 8:00 when it's cooler.*

**WILL WE SEE YOU AT ONE OF THESE
EVENTS ON SATURDAY, AUGUST 1ST?**



SCC WOMEN! SAVE THE DATE!

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

**WATCH YOUR EMAIL FOR
DETAILS ON THE NEXT OUTING
ON SEPT. 16 (**NO DINNERS
DURING JULY & AUGUST!**)**

HOPE TO SEE YOU THERE!

THE CORONADO TRAIL, A/K/A THE DEVIL'S HIGHWAY

MAY 15 - 17, 2015

Story by Ken Harder; Photos by Mark Bales



The SCC Event of the Year! The running of the Coronado Trail! It was threatened by predictions of bad weather for both the Valley and the mountainous regions of the state. Undeterred, eight cars were set to conquer the trail: 62 miles of turns, banks and switchbacks, 450 (plus or minus) in all. Of course, that would occur on Saturday, so the intrepid group assembled on Friday at the Pavilions Starbucks, Highway 101 and Indian Bend, for the three-hour trip to Safford, where we would stay overnight. The group included the Juessens, Bales, Patricolas, Tasnadis, Strimbus, Ketterls, the dynamic duo of Dorothy Durby

The Coronado Trail

and Sue Kulczycki, and Ken Harder (solo as Fran was helping with babysitting our new grandson). Mark was driving Walter's back-up car (his ZR-1), and both the Juessens' and Bales' cars had protective racing tape in anticipation of any debris which might be kicked up by their tires on the "big run." The writer will make no comment on the tape job, which is probably the best thing I can say about it!

We left at 1:00 p.m. and took a particularly "leisurely drive" to Safford, where we checked into the Quality Inn and Suites, just after 4:00 p.m.



Housekeeping at the Quality Inn Remembers Us!

We then had a driver's meeting at 5:00 p.m. to plan for the "big climb" on Saturday morning. Of course, that meeting was held in the hotel lobby - complete with the usual great hors d'oeuvres and refreshments - and we decided that we would separate into a "performance group" made up of Bales, Harder, Patricola, Tasnadi and Strimbu, in that order, and the remainder agreed to be in the "leisure group" who would take it a little slower going up the hill. Walter decided to hang back to provide any assistance should it be needed. In the performance group, only Mark had been on the trail before, so we asked him to take the lead on Saturday. With "business" out of the way, we then decided to walk over to the Manor House, which was conveniently located across the street from the hotel. We had a good dinner, and naturally some of the conversation involved our anticipation for what we would experience the next day. Most of the group went to bed early, in order to get a good night's sleep for the hill climb in the morning.

At 9:00 a.m. on Saturday, we took the roughly 70 minute drive to Morenci, where the Coronado trail begins. We stopped for a restroom break in town, and were a little delayed as only one restroom was available to accommodate the group. We then headed



Friday Nigh Cocktails, clockwise from upper left: Steve, Frank, Lisa, Pam, Walter, Michele, Sue, Ken, Gloria, John, Jerry, Kathy, Dorothy & Terry

The Coronado Trail



Dinner in Safford

up past the mine, to a viewing point where "the climb" would begin. At that site, the wind was howling and a slight mist was in the air. While we were staging the cars, we got to enjoy the immensity of one of the



Ready to Run the Trail

world's largest strip mines, and also encountered about 18 motorcycles who were traveling together and included a group of friends from California, Utah and Arizona. They too, planned to do the run, and left just ahead of our lead driver, Mark. Walter was the official starter, and we agreed to allow three minutes between the start of each performance car. Mark took off in Walter's ZR-1, and Ken couldn't wait to catch him, as he suspected that Mark would probably not "get on it too hard" as he was driving Walter's machine. Ken then remembered Walter's disturbing reminder: "THE DRIVER IS COMPLETELY AT HIS OWN RISK AND WHATEVER HAPPENS IS YOUR OWN FAULT." While that comment was in the back of my brain, hey, after all, this was the Coronado trail, and I was alone - so no nagging from the co-pilot! Time for pedal to the metal!

Just after the start, there is a literally a "road

The Coronado Trail

block," as the road has a gate across it to allow truck traffic coming in and out of the mine. Ken was extremely frustrated, as it seemed that the gate guard took his sweet time to allow him to go through, and to get through, we had to plow through a block or so of 4- to 6-inch mud! Once by, Ken jumped on the gas and took off to catch Mark. The scenery on this highway is absolutely beautiful, and with one eye on the road and one eye trying to take in the landscape, Ken was exhilarated at the way the C-7 Z51 handled, and began to press on the gas pedal even harder (pun intended!). About a third of the way up the mountain, Ken caught Mark and Mark waved him by. Now it was clear sailing, and Ken was more and more excited. Unfortunately, it then started to rain, and not long after, it began to snow - large flurries in a swirling wind. The sides of the road also contained snow, but Ken had every confidence that his Michelin mud, rain and snow tires would allow him to press along, at great speed! Despite the rain, and now heavy snow flurries, Ken was on the gas hard, and about two-thirds of the way into the climb, Ken looked at his controls, and great concern was the immediate reaction! It wasn't the number of RPM's of the motor, nor the G forces he was experiencing, nor the water temperature or oil pressure - it was the darn outside temperature!

Starting at 39 degrees, then 35, 34 then 33! The snow began to get heavier, and the road began to glisten. Up the mountain we went and with elevation, ---- it happened, 32 degrees! NO! NO! NO!

It wasn't going to be safe to drive at high speeds with potential ice on the road, so the "personal speed record" that he had hoped for wasn't going to happen today. With the snow really coming down (Dorothy later called it an "Arizona blizzard"), we backed off the gas and actually drove LESS than the speed limit! Mark caught up with Ken, and the two cars arrived in Hannagan Meadow, where there was probably 3-4 inches of snow on the ground. A little later, the Tasnadis and Patricolas arrived, then the Strimbus, and we then waited for the "leisure group" to join us. While we waited, we talked about what a great ride it was, even with the disappointment in the weather. Apparently, Mark and I didn't think to take our cars out of "sport mode," but Frank, Steve and Jerry all indicated that they had gone to the "weather" setting. Most importantly, everyone made it safely to Hanagan's Meadow and, as you can tell by the pictures, how beautiful it was there. We took some more photos, played in the snow, and then headed off to lunch.



The Troops at Hannagan Meadow

The Coronado Trail



The ZR1 at Hannagan Meadow

We made our way to the Bear Wallow Cafe in Alpine, a frequent Club stop when we are in the area. We had a great lunch, and the conversation centered around how everyone would love to go back and do the climb again, hopefully in bone dry weather. Of course, the May storm was unusual, as the Club has done this climb in May before, and never experienced such weather.



Lunch in Alpine, from left, Dorothy, Steve, Terry, Lisa, Frank & Sue



Lunch in Alpine, from left, Gloria, John, Pam & Jerry



Eight Vettes - Lunch in Alpine

After lunch, we drove to Pinetop, where we checked into the Holiday Inn Express, and again had hors d'oeuvres and refreshments in the hotel lobby. Dinner that night was at Charlie Clark's restaurant, where the plates are large, the menu varied, and the food is great. Later, folks got together for some late night refreshments, and everyone was to make their own way home on Sunday morning. Some went home via Payson, others went home via Salt Creek. Interestingly, Walter and Mark came across the same bike group we had seen the day before in Morenci, and traded stories about their experiences the prior day. Given the difficult weather conditions, Mark (one of our more accomplished bikers) made the comment, "there is no

The Coronado Trail

way you'd catch me riding in conditions like these." For some of us, we would also say that about riding in our Corvettes, especially when it is the Coronado Trail. Not to worry, we shall return - and we can't wait to do so!

Ken



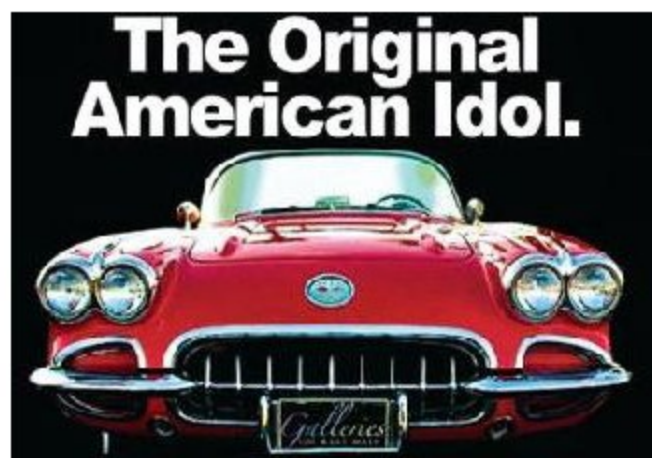
The Salt River Canyon



Juessens, Tasnadis and Bales in the Salt River Canyon



Lisa, Michele and Kathy in the Salt River Canyon



THE MID-ENGINE CORVETTE



What It Is

The mid-engine Corvette that GM has teased us with - and that Don Sherman has demanded - for about half a century.

Why It Matters

Moving the engine rearward enables significantly improved acceleration and braking performance. Fresh exterior proportions should woo new customers even as they tip some old ones into cardiac arrest.

Platform

While the aluminum space frame and composite coachwork matrix continue, only a few structural and chassis

parts will graduate from the current C7 Vette. Low production volumes will give GM an excellent excuse to show off advanced technology, such as door structures formed from sheets of magnesium.

Powertrain

For this top-hole Zora ZR1 version of the C8, we're betting on a supercharged small-block V-8 with the fortitude to top Chrysler's 707-hp Hellcat V-8. It will collaborate with a dual-clutch automatic transaxle. Later in the C8's life, the engine bay could host a naturally aspirated DOHC V-8 or a twin-turbo V-6. In the likely event that Chevy decides to play the i8/NSX game, the front end is package-protected for electric motors.

Competition

Ferrari 458 performance at a Porsche 911 Turbo price should send ripples through the blue-blood clique (Audi, BMW, Jaguar, Lamborghini, Mercedes-AMG, Porsche).

What Might Go Wrong

Development delays might force GM management to leash the beast for a bit. Or, this could all be a recurring dream.

The Mid-Engine Corvette

Estimated Arrival and Price

The 2017 model should arrive in dealerships by the end of next year. Expect a sticker starting at \$150,000.

Editor's Note: The above information is courtesy of *Car and Driver* and was submitted by Rollie Trayte for your information and enjoyment.



THERE'S ONLY ONE MILLIONTH CORVETTE !



Rollie Trayte has done it again!
He sent me an email with CNN's story on the restoration of the one millionth Corvette, the 1992 convertible you see pictured above and at the bottom of the previous page. If you'd like to read the story and see a slide show of photographs of the restoration in progress, go to www.cnn.com/2015/06/10/photos/sinkhole-1-millionth-cv-corvette-museum-repair-update/index.html

Thanks, Rollie, for sharing this interesting and informative article with us.

The Trip to Wupatki Ruins and Sunset Crater National Monuments

Story by John Ketterl
Photos by Mark Bales and Fran Harder



Wupatiki Ruins/Sunset Crater Trip

After meeting at the Target store in Fountain Hills, two C7's, five C6's and one C4 began our trek on Saturday morning, June 13, to Payson's Kohl's Ranch Resort for lunch. The 90-minute trip was uneventful, but the resort was expecting us as we arrived on time around noon. The resort staff had "Reserved" tables set up for us outside near the pool, and the weather couldn't have been better.

After a relaxing lunch, the caravan embarked on a most picturesque trip through the Mogollon Rim and Plateau with a destination of the Holiday Inn Express in Flagstaff. The weather continued to be what most local Chamber of Commerce folks would envy until we hit Pine. Then the skies opened up with a slight drizzle, with bouts of downpours, as we proceeded past Strawberry, Clint's Well, Happy Jack and Mormon Lake, which was little more than a large puddle compared to the vast sea shown on the GPS and Rand McNally map. I think our leader decided it was more prudent to keep the power plant engines at lower RPM's due to the damp roads so the going was not of the racing caliber some have known Walter to possess. Besides, the numerous Smokeys seemed to be out in force chatting with motorcyclists pulled off to the side of the road.

We reached our destination in Flagstaff around 4:00 p.m., but the folks who designed the Flagstaff roads and streets apparently don't like many left turns from 4-lane streets. As a result, we could only access the street to the Holiday Inn Express by driving through a

Conoco/Giant gas station right in front of one of Flagstaff's finest. It would be a good place to open a drive through like McDonald's for folks who have Holiday Inn reservations. Two more cars joined the group with another C6 and a Jeep that was masquerading as a LeMans Blue C5 Z06. (I didn't know Chevrolet licensed the Jeep technology, too.)

We walked to our dinner at the Little America hotel restaurant on the other side of the street and then the other side of Interstate 40. The food and service lived up to Little America's high level reputation. After the walk back to the hotel from dinner, a few night owls tried to turn the hotel's breakfast room into a watering hole and succeeded for a while. The talk was of the usual lies, but in the wee hours (like 10:00 p.m.) another caravan participant was caught trying to smuggle from the hotel



Dinner at Little America, from left, Peter & Lucy Boland, Joann & Phil D'Alessandro, & John & Gloria Ketterl

Wupatiki Ruins/Sunset Crater Trip



Dinner at Little America, from left, Michele & Walter Juessen & Chris & Milly Mead



Dinner at Little America, from left, John Prenzno, Brenda Brandt, Connie & Mike Cassel, & Fran & Ken Harder



Dinner at Little America, from left, Ken Harder, Kathy & Mark Bales



Dinner at Little America, John Prenzno (in red) hamming it up with, from left, Chuck & Sandi Weschler & Brenda Brandt

what appeared to be a portable personal electric refrigerator to use in his new Torch Red C7. His excuse for such activity was pretty lame, but he was cautioned that the extension cord could pose a problem on the road. In spite of this alert, he continued with his clandestine operation, whatever it was. Later, the usual crowd turned off the lights at the watering hole.

The group awoke to a cloudless Arizona sky. At mid-morning, our fearless leader was able to herd the group together for the short trip to Sunset Crater Volcano and Wupatki National Monuments 12 miles north of Flagstaff. Most of our travelers either lied about their age and showed their \$10 Lifetime National Parks and Federal Recreational Lands Senior Pass, or used someone else's pass, to get past the Monument's Ranger shack. (I'm not sure what the others used for the entrance fee.)



The Sunset Crater Volcano Monument had interesting exhibits about how the San Francisco Peaks and the greater Flagstaff and Colorado River Basin were formed several years ago, at least before I was born. The views of the lava formations and other geological events were spectacular to the point where a picture of a Red C7, a White C6 and a Blue C6 Corvette was taken with the Sunset Crater in the background. The sights were pretty inspiring to say the least.

Wupatki Ruins/Sunset Crater Trip

Next, we traveled along the 20-odd-mile connecting road to the Wupatki Monument where we hiked (I use that word loosely) to see a couple of Wupatki housing developments that apparently went bankrupt about 800 years ago. I am sure they were nice places and communities to live in, but you had to enter each room from the ceiling using a ladder. I suspect it may have had something to do with the pre-AC cooling system. The whole trip through the Monuments provided great views of the San Francisco Peaks behind Flagstaff to the West and the Colorado River Basin (Painted Desert, et al) to the East. The red landscape contrasted by the green and other colored foliage was fantastic.

After our visit to the Monuments, we had lunch at the Horsemen Lodge Steak House in Flagstaff. The place was deserted before we made our impromptu appearance, but the lone waitress really earned her tips and treated us with the best service. After this well deserved meal, we all departed on our separate ways to the Valley of the Sun mostly using Interstate 17 on a Sunday afternoon in June. I don't know why it is, but this stretch of highway always attracts vehicles like VW beetles hauling 2-story trailer houses with drivers who want to pass a fully laden fuel truck going up hill on a 6% grade road!!! Apparently, the Arizona Department of Transportation also knows about this tactic because the warning sign leaving Flagstaff said "expect delays between Black Canyon City and New River." They weren't lying.

Finally, I think everyone on the trip had a great time and the planning was without a major hitch. I think this trip



Nice View in the Rearview Mirror Leaving Sunset Crater



Ken Harder (lower left) at Wukoki Pueblo

Wupatiki Ruins/Sunset Crater Trip

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View of the San Francisco Peaks from the Monuments



Beautiful ruins built 1100 years ago



Stopping for Lunch at the Horsemen Lodge in Flagstaff

Wupatiki Ruins/Sunset Crater Trip

was somewhat unique as it was one of the first where we didn't have a single U-Turn event during the entire trip. GOOD JOB, WALTER!!!

John

Participants:

Prenzo, John & Brenda Brandt - C6 - 04 Coupe - Lemans Blue

Bales, Mark & Kathy - C6 - 10 Grand Sport Coupe - Torch Red

D'Alessandro, Philip & Joann - C6 - 13 ZR1 Anniversary - White

Harder, Ken & Fran - C6 - 07 Coupe - Atomic Orange

Mead, Chris & Milly - C7 - 14 Convertible - Torch Red

Weschler, Chuck & Sandi - C6 - 13 Grand Sport - Night Race Blue

Cassel, Michael & Connie - C5 - 04 Z06/Z16 - LeMans Blue

Juessen, Walter & Michele - C6 - 12 ZR1 - Centennial Black

Boland, Peter & Lucy - C7 - 15 Z51 - Torch Red

Ketterl, John & Gloria - C4 - 88 Converible - Dark Red Metallic

Editor's Note: In case you noticed that there are ten cars listed above and only eight were mentioned in the opening paragraph of the article, the Cassels and the Weschlers joined the group in Flagstaff.

MORE

OBSERVATIONS AT THE NATIONAL CORVETTE MUSEUM

PHOTOS & REMARKS BY
DENNIS BRINK

When Dennis and Sheryl visited the National Corvette Museum in April, in addition to the photos and commentary you saw in the last issue of this newsletter, they also saw the area where the sinkhole had been. Here are more photos and remarks from Dennis from that visit:



This photo shows the area where the sink hole was. They had just finished pouring the final section that morning (in April) and were smoothing out the concrete.

More Observations at NCM

The following pictures are of some of the Corvettes that fell into the sink hole:



1962 Black Corvette



1991 Black Corvette ZR-1 Spyder



1984 Corvette PPG Pace Car



2001 Mallett Hammer Corvette Z06



2009 Corvette Convertible, white with silver stripes -
The 1.5th Millionth Corvette



2009 ZR1 "Blue Devile" Corvette
The only one of the "sink hole" Corvettes rebuilt so far,
Dennis wrote in April



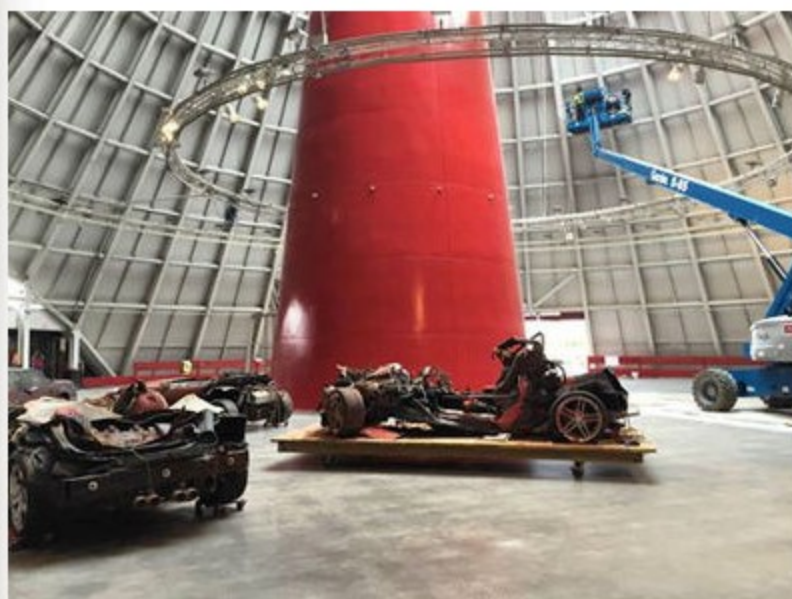
AND...

For more on the subject of the sink hole at the National Corvette Museum, please go to the next page to see some before and after photos from Rollie Trayte, the final one being the restored sink hole area as it looks today. The following photos are courtesy of the National Corvette Museum.



1993 Ruby Red 40th Anniversary Corvette

Below are some "before" photos of the sink hole at the NCM:



From Rollie Trayte: Above is a photo from the inside of the Corvette Museum and, specifically, the room where the floor caved in and the cars fell in the sink hole. You can see that the floor has been repaired (and testing done throughout the entire building to insure solid earth underneath), and the beginnings of the "sinkhole Corvette" display.



BOOK REVIEW

By Dorinne Dobson

Harlan Coben is a master of suspense fiction. If you love mysteries and haven't discovered Coben yet, you are in for a treat. "The Stranger" is one of Coben's latest thrillers, and it grabs you almost from the moment you open the book, and won't let you go till you finish it.

The story begins when Adam Price, a lawyer, finds out his wife, Corinne, has been hiding a whopper of a secret from him - a secret whose trail leads to even more monstrous revelations. Adam and Caroline have had a wonderful marriage with two sons, eleven and fifteen. When confronted with the story, Corinne doesn't deny it but says she needs time and promises to tell all over dinner the following day. Adam agrees, and the following day he receives a text from Corinne saying she needs more time and will be away for a few days. She asks him not to contact

her, to take care of the kids, and says that everything will be okay.

The story has many twists and turns, and keeps you turning the pages to find out what will happen next.

Dorinne



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