



NEWSLETTER  
March-April 2012





Mar/Apr 2012 A Newsletter for Corvette Enthusiasts 91 Members

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

Dorinne Dobson, Newsletter Editor  
[ddobson58@cox.net](mailto:ddobson58@cox.net)



### *In this issue...*

*Trip to Biosphere 2,  
Mardi Gras Party, Hogs  
& Vettes, Corvette Tech  
Information, January  
Collector Car Auctions,  
Coming Events, And  
Much More...*



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

## Table of Contents

Mission Statement & Board - Page 3
Birthdays - Page 4
Coming Events - Page 5
New Cruisers - Page 6
From the Driver's Seat - Page 9
Editor's Corner - Page 15
Calendar of Club Trips/Activities for 2012 - Page 17
Scottsdale Corvette Club Store - Page 21
Corvette Technical Information - Page 23
Aaron's 1947 Lincoln Continental Coupe - Page 29
Trip to Biosphere 2 - Page 31
LeMay - America's Car Museum - Page 51
The Rest of the Story on Hugh's 1977 Coupe - Page 53
The Scottsdale Collector Car Auctions - Page 59
Hogs & Vettes - Page 65
Mardi Gras Party at the Blooms - Page 81
Car Tunes - Page 107
Events of Interest in the Roadrunner Region - Page 113





### 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.*

### 2012 Board of Directors

#### **President**

Ken Harder (480) 585-3359 [kricharder51@cox.net](mailto:kricharder51@cox.net)

#### **Vice President and Secretary**

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

#### **Treasurer**

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

#### **Activities Director**

Walter Juessen (480) 483-7886 [juessen@aol.com](mailto:juessen@aol.com)

#### **Governor**

Steve Patricola (480) 636-1241 [spatric@cox.net](mailto:spatric@cox.net)

#### **Membership Director**

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

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

## SCC Birthdays!

### March

Mike Cassel - March 4  
Dorothy Durby - March 6  
Jack Gustin - March 14  
Gary Gash - March 16  
Bob Findsen - March 21



### April

Chuck Weschler - April 4  
Krysha Sorce - April 7  
Carol Brandwein - April 20  
Joe Rubel - April 24  
Jane Runyon - April 24  
Christina Georgiou - April 27  
Evelyn Nightingale - April 29  
Larry Sorce - April 30  
Sandi Weschler - April 30



## **Coming Events!**

March 14 - Club Dinner Meeting  
March 21 - Vette Vixens Dinner - Men's Poker Night  
March 23-26 - Trip to Death Valley/Spring Mountain at Pahrump, NV  
March 28 - Board Meeting  
March 30 - Quarterly Ethnic Epicurean Dinner

April 11 - Club Dinner Meeting  
April 15 - Copperstate Classic Car Show  
April 18 - Vette Vixens Dinner - Men's Poker Night  
April 21 - Trip to Sedona for Pink Jeep Tour  
April 25 - Board Meeting

May 9 - Club Dinner Meeting  
May 16 - Vette Vixens Dinner - Men's Poker Night  
May 18-20 - Trip on Coronado Trail to Greer  
May 23 - Board Meeting

June 13 - Club Dinner Meeting  
June 16 - Trip to Jerome for Lunch  
June 20 - Vette Vixens Dinner - Men's Poker Night  
June 27 - Board Meeting

July - **NO MEETINGS OR EVENTS**

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.



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

## ***New Cruisers***



*Deb and Brian Anton and their 2008 Black Coupe*





*Peggy Siebert and Joe Cheesebrough  
and their 2007 Red Coupe*

*Ken Barry and Sharon Quigley  
and their two Vettes - a 1967 Lyndale Blue Convertible  
and a 1967 Maroon Convertible*

*David and Sylvia Bethune  
and their 2008 Red Convertible*

**WELCOME TO THE SCOTTSDALE  
CORVETTE CLUB!**

*Editor's Note: Sorry we have no photos of the  
Cheesebrough-Siebert's Vette or the Barry-Quigley's  
and the Bethunes and their Vettes. Hopefully we will  
have more photos next issue!*



**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 MAR. 3RD?**

## FROM THE DRIVER'S SEAT

By Ken Harder

The Scottsdale Corvette Club is off to a great start in 2012. We have eight new members, including Ken Barry & Sharon Quigley, Joe Cheesebrough & Peggy Siebert, and Brian & Deb Anton who joined in January and David & Sylvia Bethune, who joined in February. Also, Sue Loveridge has rejoined the Club after a short hiatus away. Mike & Carol Lipsky were instrumental in recruiting both the Antons and the Bethunes, and we thank Mike for recommending our Club to his friends. If you have not done so already, please introduce yourself to all of our new members and make them feel at home.

The Vette Vixens have had two great get-togethers, including a dinner in January and a luncheon in February. JoAnn Taylor Rice & Terry Patricola have also circulated a questionnaire to solicit input from our members for their ideas and suggestions for future Vette Vixen events, and have fun things planned in the months ahead. Men's Night Out has featured Poker in both January and February, with 10 participants at each event. Our monthly dinner meetings have had over 50 people attend each of the meetings, and in February the event was held at our

sponsor, Van Chevrolet. Chuck Mullins, General Manager, provided four service technicians to answer member's questions about all kinds of Corvette issues, including creaky tops, squeaky brakes, tire pressure and performance, and maintenance and performance issues. Also on the Agenda was Pete Lagenhorst, the Regional Manager for General Motors for Arizona, California and Nevada. Pete gave a presentation which included a history of GM, its milestones, recent bankruptcy, and post-bankruptcy progress. He also talked about new GM product introductions and their success (or lack thereof), but unfortunately couldn't offer any insight into what the new C-7 Corvette might look like or include in terms of performance packages.



Ken and Fran Harder



From the Driver's Seat



Walter has continued to provide great activities, including a tour of the Biosphere 2 in January and a Mardi Gras house party this past weekend at the home of Larry and Cheryl Bloom with assistance from Larry and Krysha Sorce. We had fun touring the Terravita development with Dick Kulczycki leading us throughout the "hood," with Mardi Gras "King" Walter and "Queen" Terry celebrating their new-found "royalty." Afterwards, great food and drink was enjoyed by all. No way does New Orleans have anything on the SCC, as our members had great masks and costumes (check out the pictures in the article in this issue). Thanks to the Blooms & Sorces for a great party and for hosting us!

Walter has another exciting trip planned for March (23-26) with a trip to Death Valley, the Spring Mountain Driving School, and an overnight stay in Las Vegas (with some of the group planning to attend the

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

Rod Stewart concert). After returning from this trip, on March 31, we'll be going to Au Petit Four, a French restaurant for a special ethnic dinner. And in April, Walter has a scenic trip planned in Sedona with the world famous Pink Jeep Tour. Please look for the details about this trip in the days ahead.

Thanks to the Board and Dorinne for all their hard work and contributions. Best wishes to our members for a great Spring and good weather so that we can all do some cruising.....

And remember, we just want to have fun!!!!

Ken





**PICTURE YOURSELF ON A SUNNY SATURDAY IN APRIL, RIDING IN A PINK JEEP, GAZING AT THE BEAUTIFUL RED ROCKS, THE WILDLIFE, THE GREEN TREES AND OTHER SCENIC SIGHTS IN SEDONA, ARIZONA!**

**YOU WON'T WANT TO MISS OUT ON SCC'S TRIP ON SATURDAY, APRIL 21, FOR A PINK JEEP TOUR AND LUNCH IN THE BEAUTIFUL RED ROCKS OF SEDONA!**

**WATCH YOUR EMAIL FOR MORE DETAILS COMING SOON!**



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

**JUDI FINDSEN WON \$25 AT THE FEBRUARY MEETING. YOU MIGHT BE THE LUCKY WINNER OF THE \$25 PRIZE AT THE MARCH MEETING! REMEMBER, YOU MUST BE PRESENT TO WIN!**



## Editor's Corner

Wow! What a big issue we have this time! This is one of those newsletters where we got a lot of input from members, and

that always makes the editor's job easier. Thanks to Hugh Anderson for the article and photos about the sale of, and his visit to see, his old 1977 Vette in Denmark, of all places! You'll find the article starting on page 53. Also, thanks to Aaron Berkowitz for sending me photos and a little description of his new toy, a 1947 Lincoln Continental Coupe (see photos and information on page 29). Aaron also sent me a link on the big new automotive museum opening in June 2012 in Tacoma, Washington (see page 51). Thanks to Mark Bales for the article and photos on the Hogs & Vette trip to the Prescott Vette Sette Car Show, Corvettes at the Rock, at the Rock Springs Cafe at Black Canyon City. These were all unexpected "gifts" from our fine Club members, so you should all feel very special that they cared enough to share their experiences and and ideas with you!

Then we have those who were asked to contribute to the newsletter and who came through with flying colors! Thanks to Steve and Terry Patricola for the write-up of the Club trip to Biosphere 2 in January. And, of course, my supreme thanks to Mark Bales for all the photos he has so generously taken at the Biosphere and at the Mardi Gras party last weekend.

All in all, with the level of participation in Club activities having increased, and with the fine contributions to the newsletter, I am thinking that Scottsdale Corvette Club has become a cohesive, vibrant group of which I am proud to be a part.

Dorinne







## CLUB TRIPS/ACTIVITIES FOR 2012

Courtesy of Walter Juessen, Activities Director

### January 21

Trip to Biosphere 2 and Sabino Canyon near Tucson



### February 25

Mardi Gras Party at Larry and Cheryl Bloom's Home

### March 23-26

Trip to Death Valley & Spring Mountain Racing School at Pahrump, NV



### May 18-20

Trip on the Scenic "Corvette Road" - the Coronado Trail - overnighting in Greer



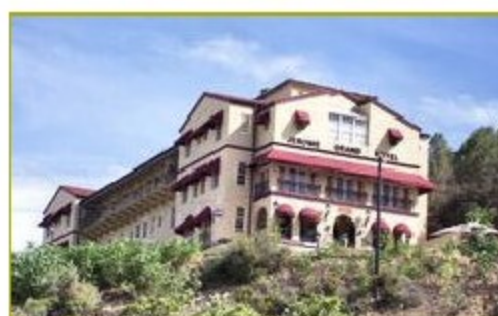
### April 21

Trip to Sedona for Pink Jeep Tour and Lunch



### June 16

Trip to Jerome via Yarnell Hill and Lunch at the Asylum





## CLUB TRIPS/ACTIVITIES FOR 2012 - Continued

July

NO ACTIVITIES!



August 16-21

Trip to Monterey, CA for  
Autoweek including Concours  
and Other Motorsports Events



September 15

Trip to Walnut Canyon  
National Monument

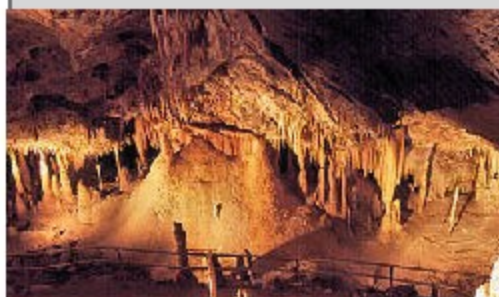


October 11-14

Trip to Temecula vineyards and  
San Diego, including dinner  
cruise in San Diego Harbor

November 10-11

Trip to Kartchner Caverns



December 8

Toy Run to Van Chevrolet  
and Holiday Party



## 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!

If you have any questions, or feedback, please let Mark Bales know.



## CORVETTE TECHNICAL INFORMATION

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

### Brake Dust on Grand Sports and ZO6's

By Jim Dobson

The one complaint I have about my Grand Sport is that it did not come with ceramic brake pads to eliminate the troublesome brake dust that gets all over the wheels. After-market ceramic pads are ultra expensive. So what to do?

My original approach was to apply Armorall Wheel Protectant, which had been recommended by former Club member, Jack Rankin, although I had never been a fan of Armorall products. When the original Armorall first hit the market, I used it on a vinyl top that it was supposed to protect. However, a couple of years later the top bit the dust and had to be replaced.

It is a big job to use Armorall Wheel Protectant as you have to remove the wheels, clean them and then spray them with the product. I figured however that if it does the job, it is well worth it. Needless to say, I was very disappointed with the results and would never use or recommend that product.

I finally came up with the idea of using a product that I already had on my shelf which I bought for my motorcycle, but did not really see that it benefited my needs for the motorcycle. This is a product called "ReJex" which was originally found and recommended by Mark Bales. He used it quite satisfactorily to keep the dust off of his motorcycle when he rode it down his gravel road.

It is not an easy task to use ReJex on the wheels, but the results are definitely worth the time and effort required for application.

I like the inner part of my wheel to be just as clean as the face of the wheel. In order to achieve this end the following steps are required to apply this product:

- 1) Remove wheel from car.
- 2) Wash the wheel and tire on all surfaces.
- 3) I even cleaned the tar, etc. from the inner surface of the wheel.
- 4) Once the wheel is clean and dry, you can apply the ReJex. Follow the directions for the application of ReJex. They say you should let it cure for 12 hours or more before using the car.





## Brake Dust on Grand Sports and Z06's

I applied this product to my wheels in early December and drove the car approximately 800 miles. On my first drive to the Toy Run, there was no brake dust on the wheels, while previously the dust would be discoloring the wheels by the time I drove to Scottsdale. I continued driving the car and, after 800 miles, some brake dust and other dirt had accumulated. I was extremely happy with the results at this point, but in my mind the true test was to come when I washed the wheels.

When I washed the wheels, I could not have been happier. The brake dust would have wiped off of the face of the wheel with a microfiber cloth. The true test was the accumulated dirt in the inner part of the wheel. There the dust was easily washed away with a water hose. It was the easiest cleaning of my wheels that I had ever experienced.

I am thinking that I will probably put on another application of ReJex before long. I think the cumulative effect will prolong its usefulness.

The picture on the prior page shows the wheel after 175 miles of driving with no signs of brake dust.

## THE FIELD OF DREAMS CAR SHOW AT THE 22ND ANNUAL BELL LEXUS COPPERSTATE 1000



**Sunday, April 15, 8 AM Till Noon**

**Admission Is Free**

**West Parking Lot at**

**Tempe Diablo Stadium**

**Club Member Mark Shaw Is Heading Up  
This Event. This Is Not an Official SCC  
Event, But We Love to Participate and  
Have Lunch Together After**

**SO PUT IT ON YOUR CALENDAR!**

## AARON'S 1947 LINCOLN CONTINENTAL COUPE

SCC Member Aaron Berkowitz did it again! Out of the clear blue sky, he emailed me two photos the other day of a 1947 Lincoln Continental Coupe. I emailed him back, and said "What? Have you got another car? What happened to your hot rod?" So here's the latest scoop on Aaron's latest "other car."



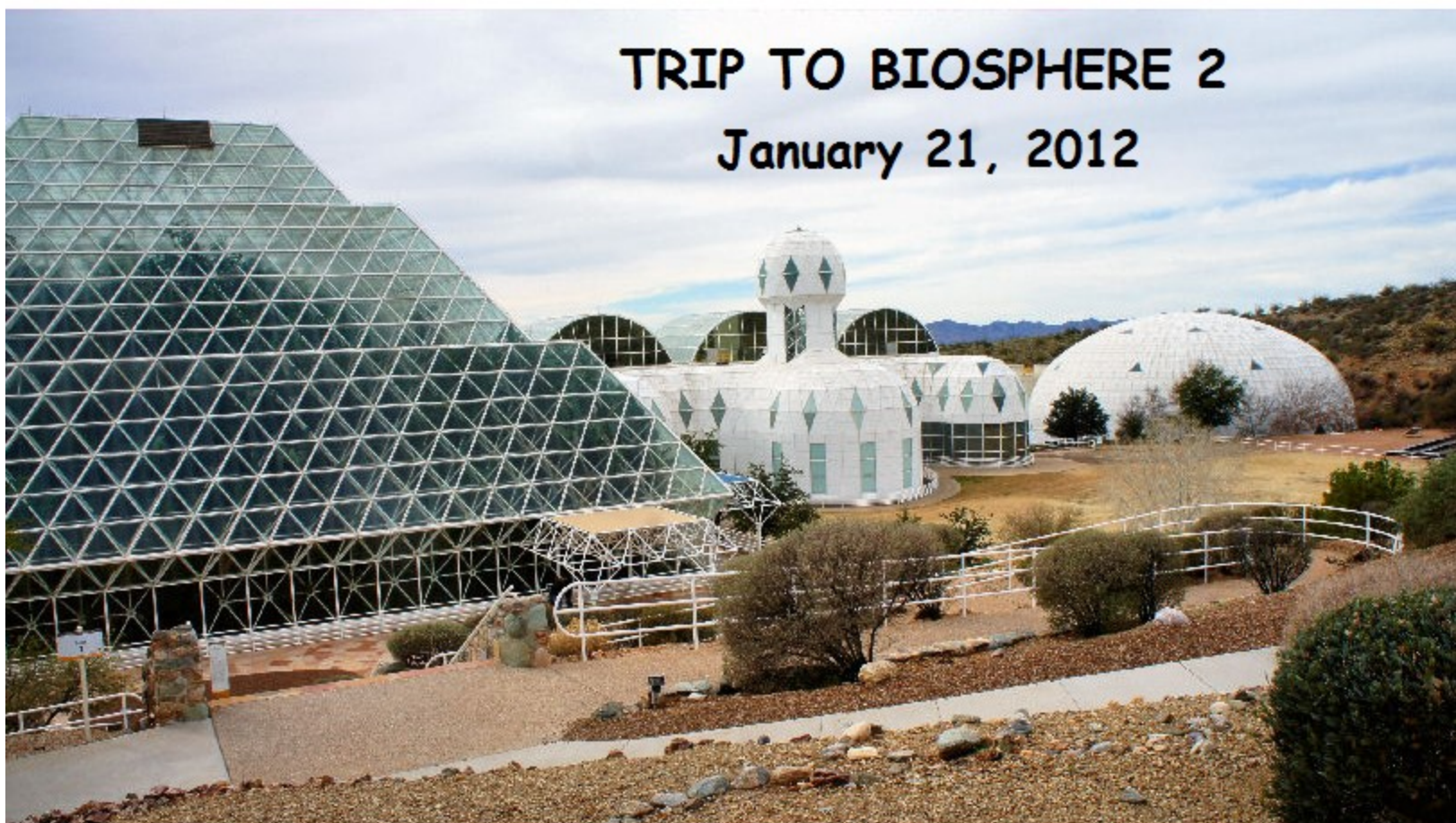
In Aaron's own words: "I am still a member of the Cadillac Allante Club, and one of the members bought this 1947 Lincoln Continental in California and was going to put it in the Russo and Steele auction. He put an ad in the newsletter in case there was any interest.

"It is a 'Black Plate' car and has been in California all its life. I always wanted one, and here it was in Phoenix. It has some minor problems, oil leaks radiator gunk, clutch pedal needs adjustment, etc., but nothing major. it is a 125 horsepower, V-12. The interior is a '10,' the body work is a '10,' the tires are new with wide white walls, and the chrome is about a '9 and a half.' I have not really put it on the street yet as I want everything to be perfect from a reliability standpoint."



# TRIP TO BIOSPHERE 2

## January 21, 2012



Story by Steve Patricola  
Photos by Mark Bales



## Trip to Biosphere 2

We can start with two questions. First, "Where is Biosphere 1?" The second question is, "Who is the participant named below?" Both questions will be answered at the end of this trip report.

As planned, the participants met in front of Starbucks at approximately 8:45am. To say it was cold was an understatement, so one of the participants changed his jacket but left the key fob in the jacket and, without thought, placed it in his trunk. So after some initial banter, we were ready to roll; however, when the participant went to open his trunk, he couldn't... This stopped everything cold - no pun intended - and a few people came over to help, including Mark Bales. Mark, being the technical guru and having infinite wisdom of all technical things, walked around the car, opened the driver's door and, of course, pushed the trunk release which, of course, opened the trunk. With hunched shoulders and hung head, the humiliated dumbstruck participant got into the car with closed mouth, trying to remain dignified but, of course, the "wags" had to have the fun at this poor miserable bastard's expense...

On to the trip, as usual Walter led the pack with Mark Bales running the rear to ensure that if anyone

issues and/or trouble he could assist and notify the others. Eight Vettes headed out on Loop 101 and exited onto State Route 60 east, travelling through the Tonto National Forest with its beautiful scenery and picturesque mountain ranges. We passed through Gold Canyon, Queen Valley and into Superior where we turned south on to SR77 which eventually led us to the Biosphere2 exit.



We parked and were met by our tour guide. After paying, we went outside and viewed Mount Lemmon and the Catalina Mountains to the west. Briefly, **Biosphere 2** is a 3.14-acre (12,700 m<sup>2</sup>) structure originally built to be an [artificial, materially-closed ecological system](#) located in [Oracle, Arizona](#). With a





size comparable to two and a half football fields, it remains the largest closed system ever created. The glass facility is elevated nearly 4,000 feet above sea level at the base of the [Santa Catalina Mountains](#), about a half hour outside of [Tucson](#).





The sealed nature of the structure allowed scientists to monitor the continually changing chemistry of the air, water and soil contained within. Biosphere 2 contained representative [biomes](#): a 1,900-square-meter [rain forest](#), an 850-square-meter [ocean](#) with a [coral reef](#), a 450-square-meter [mangrove](#) wetlands, a 1,300-square-meter [savannah](#) grassland, a 1,400-square-meter [fog desert](#), a 2,500-square-meter [agricultural](#) system, a human [habitat](#), and a below-ground-level technical infrastructure. Heating and cooling water circulated through independent piping systems and [passive solar](#) input through the glass [space frame](#) panels covering most of the facility, and [electrical power](#) was supplied into Biosphere 2 from an onsite natural gas energy center through airtight penetrations.





The original team consisted of 8 men and women (actually there was supposed to be 10 but two dropped out) who were chosen, not based on specific scientific knowledge but, because they were willing to live within the structure for two years. What that means is that these individuals had to work 14 days to survive by farming the one-half acre of land they had for crops and then working the other. In addition to running scientific research, they had to manage and support the physical plant.



## Trip to Biosphere 2



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



Our tour took two hours and was extremely enlightening. Geo-domes called "lungs" contained a membrane that allowed for atmospheric expansion.





## Trip to Biosphere 2

For example, during the day, the heat from the sun causes the air inside to expand and during the night it cooled and contracted. To avoid having to deal with the huge forces - which could cause either an implosion or explosion - the lungs maintain a constant volume of air flow, thus allowing the structure to remain stable.

Afterwards we went just south to Lupe's Restaurant which served excellent margaritas - know Walter was sitting next to me and had about 25 (just kidding) - beer and, of course, great Mexican food.



As always, the trip was well thought out - thank you, Walter - and a pleasure to be a part of. If you desire more information on the Biosphere 2, you can check out their website at [www.b2science.org/](http://www.b2science.org/).

## Trip to Biosphere 2



Oh yeah the answer to question one is...



That is right, you're living on it, so respect it. And unfortunately your new Governor and supposedly tech guy was the "participant" ... and no more do you have the fob you wags!

Steve

Here's the "Rest of the Story" from Mark Bales:

In the parking lot at Biosphere 2 were a bunch of Model A Fords.







*We went to Lupe's for lunch, and the Model A's came soon after. The group sat next to us, and nice people. We challenged them to a drag race, promising we would go in reverse. They laughed!*

*Mark*



**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 MARCH DINNER.**

**HOPE TO SEE YOU THERE!**

## 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:*

*Hugh Anderson  
Mark Bales  
Aaron Berkowitz  
Michael and Bonnie Bulfer  
Jim Dobson  
Ken Harder  
Walter Juessen  
Steve and Terry Patricola  
JoAnn Taylor Rice*







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

## LEMAY - AMERICA'S CAR MUSEUM

Did you know there's a new car museum opening on June 2, 2012, in Tacoma, Washington, that will house the largest collection of American automobiles from the 20th Century? It's located next door to the Tacoma Dome in downtown Tacoma, about 30 miles south of Seattle, in the shadow of Mount Rainier. The spacious facility will house up to 500 cars, trucks and motorcycles from private owners, corporations and the LeMay collection, which amassed a Guinness Book record of more than 3,500 vehicles in the mid-'90s. The 1963 Corvette Stingray split-window coupe pictured above is just one of the many cars on exhibit there.

Aaron Berkowitz sent me the link about this collection:

[www.komonews.com/news/local/New-museum-celebrates-Americas-love-affair-with-the-car-134569683.html?tab=video](http://www.komonews.com/news/local/New-museum-celebrates-Americas-love-affair-with-the-car-134569683.html?tab=video). If you would like to see a sample of the cars in the Museum, including the description of the 1963 Vette, click on this link: <http://www.lemaymuseum.org/vehicles.php>.

If you're going to be in the Northwest this summer, you might want to take a side trip to Tacoma to see this car collection and the unique architectural masterpiece that houses it.

# THE REST OF THE STORY ON HUGH ANDERSON'S 1977 VETTE

STORY AND PHOTOS  
BY HUGH ANDERSON

Hey, Charter Members! Remember when.....

A long, long time ago, the Scottsdale Corvette Club took most of their Corvettes on an adventure to a faraway place called Bagdad, Arizona.

Based on the welcome we received, we were probably the most exciting thing that had happened there in many years.

Anyway, at that time my wife, Jane, and I drove a white on red 1977 Corvette that I was slowly restoring.

Well, I finally finished the restoration many years later. I even found an original radio, the correct paint, and the correct leather and fabric seat covers that had been on a dealer's shelf since 1978. The 1977 Vette was one if not the only year this option was ever offered. Unfortunately, this project was finished about the same time the Club canceled our annual car show at Van Chevrolet.

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



Aw, shucks, now what? Okay, so I sold that car along with four others about three years ago. The buyer of the 1977, Hans Lauresten, was sailing his 52-foot yacht around the world. He left it in San Carlos, Mexico, for about six months during which time he took a bus to Scottsdale and bought the aforementioned 1977 Corvette. He then drove it to Houston where it was put on a boat for Denmark.

Well, as both Hans and I are avid boaters, we became good friends. He spent several days with us in Scottsdale on



### Hugh Anderson's 1977 Corvette

two different occasions, and he kept inviting us to Denmark. So that is what we finally did this last summer.

The accompanying pictures show Jane and me visiting our new friends, Hans and Olga, and the old 1977 Corvette. We are standing in their driveway. She is from Russia, and that also have a home in Moscow. The house was built in 1861. The roof is new, was done a few years ago. These thatched roofs are now imported from Poland and last about 20-30 years. The castle was started about 500 years ago and is about one mile from the house. The castle grounds are beautiful, and separate buildings contain the most complete motorcycle collection I have ever seen - hundreds if not thousands of motorcycles - plus quite a collection of old cars.

We spent six days in Denmark and most of August in the Baltic Sea countries, and saw only one other Corvette, a C4 in Stockholm.

Fuel is rather expensive there, as is everything else! I put 51 liters (about 15 gallons) of diesel in my buddy's car at a cost of \$110.00 U.S. Most of the northern European countries are socialistic welfare states. Medical, etc. is almost free, but most of the people live close to the bone. Lunch in Copenhagen for four people with a bottle of wine wiped out my Danish money, which is the Kroner. Danes don't use the Euro.



Olga and Hans

We found that Denmark is composed of over 400 islands. Never have I seen so many boats! Same thing with Sweden, except it has about 700 islands. The fjords are most beautiful and very narrow in places. The cruise boat could not run them at night. Boats everywhere! I saw my



Hugh and Jane in front of the castle

first icebreakers in Finland. The Baltic Sea is quite small and at times from the deck we could see 5 to 8 boats running, day and night. Almost all commerce is moved by boat.



Jane and Hugh with their old '77 Coupe

The bottom line is: Old Corvettes never die, they just go elsewhere!

Hugh





## ***SCOTTSDALE COLLECTOR CAR AUCTIONS JANUARY 2012***

*Narrative and Photos by Dorinne Dobson*

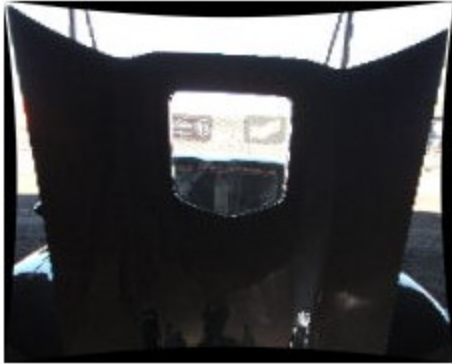


*This is Drew Alcazar, CEO, addressing the press corps on Wednesday morning, January 18th to open the Russo and Steele Collector Car Auction in Scottsdale. Jim and I attended the media breakfast that morning in the balcony area overlooking the sales floor where the auction would be held.*

*We particularly wanted to attend Russo and Steele this year to see the 1953 Vette owned by Noland Adams which*



*had a star spot in the tent being set up for the gala that night. (See photos above)*



*Above is a ZR1 hood. Click on the window in the hood and see what I saw with my camera.*







*These are just a few of the many beautiful Corvettes that we saw at Barrett Jackson and at Russo and Steele. We did not see the 2013 427 Convertible that was to be auctioned at Barrett Jackson as it was only available for viewing on a day when we were not in attendance. We heard that it was just a mock-up and that the "real thing" would be delivered to the buyer at a later date.*

*Check out the Pennant Blue 1954 on the cover. We saw TWO Pennant Blue 1954's at the Scottsdale auctions this year, one at Barrett Jackson and one at Russo and Steele!*

## HOGS AND VETTES! (AND WALTER SELLS A JACKET...)

Story and Photos by Mark Bales



A few of the Vettes at the Rock

On Sunday, February 19th, Prescott Vette Sette held their first annual "Corvettes at the Rock." Knowing the Vette Sette holds first class events (their annual Prescott show is a blast), a group of SCC members decided to check it out. Only this time, we decided to take advantage of the weather and ride our Harleys. We also decided we should bring at least one Corvette, so we recruited Walter to bring his ZR1. Hey, if you're gonna bring a Corvette, why not the most bad ass in the Club?! The Corvette... Not Walter...





### More Vettes at the Rock

Members Chuck Weschler, Dick Kulczycki, Steve Bidwell, Steve's neighbor Pat, Walter and I met at 7<sup>th</sup> Street and Carefree Highway. John Runyon was unable to make the whole ride due to illness, but he showed up to see us off. Thanks, John!

Unfortunately, the weather we had hoped for when planning weeks ago, didn't show. Overcast, cold, and a chance of rain to the North. That didn't stop us! We are manly men! Undaunted, we headed for Black Canyon City and the Rock Springs Café, the site of the event.

Upon arrival, we were concerned the weather might have diminished participation. There were only a handful of Corvettes in the parking lot behind the Café. Of course, they welcomed Walter with open arms. Having a ZR1 in the show would be good for business. They even gave him a free raffle ticket. However, before long our disappointment quickly faded. Over the next half hour Corvettes streamed into the parking lot. Before we left there were easily 40 plus cars.

One of those Corvettes was a Ron Fellows Z06. For those of you new to the club, Walter owned one of the first Ron Fellows Z's in the Valley. He also bought everything he could find with Ron Fellows logos, including a leather jacket. Everyone knows you can't wear a Ron Fellows jacket when you don't own a Ron Fellows Z, so the jacket has languished in Walter's closet for the past two years.



You Can Tell There Were a Few Vettes at the Rock





Here's the Ron Fellows Vette. Brings back memories of the little ceremony at Van when Walter got his Ron Fellows Vette, doesn't it?

Not any more. Turns out the owner of this Ron Fellows had everything with a logo except a jacket! The transaction isn't complete, but looks like Walter's jacket will find a new home with a proud Ron Fellows owner.

After checking out the Corvettes, we headed back to New River for lunch at the Roadrunner. If you haven't eaten there, the food is actually very good. However, if you go for lunch on Sunday and it is crowded, order dinner. It will take you that long to get your food.



Above, Hogs and Vette stop  
for lunch

Left, Steve, Chuck, Pat, Dick  
and Walter

Turn the page to see some of  
the interesting Vettes on  
display at Corvettes at the  
Rock







Patriotic Vette



Nice C2



Interesting Paint Job



Jake's Skull on the Hood



Here's a nice Grand Sport, front and rear views. Click on the upper photo to see the interesting carbon fiber treatment on the vent.





## Hogs & Vettes



Overall, a nice ride and the chance to see some good looking Corvettes. Thanks to Mr. Bidwell for getting us moving over the past week. Congrats to the Prescott Vette Sette on their first annual "Corvettes at the Rock." I'm sure their second show will be even better.

Mark

Interesting Z06



Walter's ZR1



*Click on the word "Welcome"  
for another view*

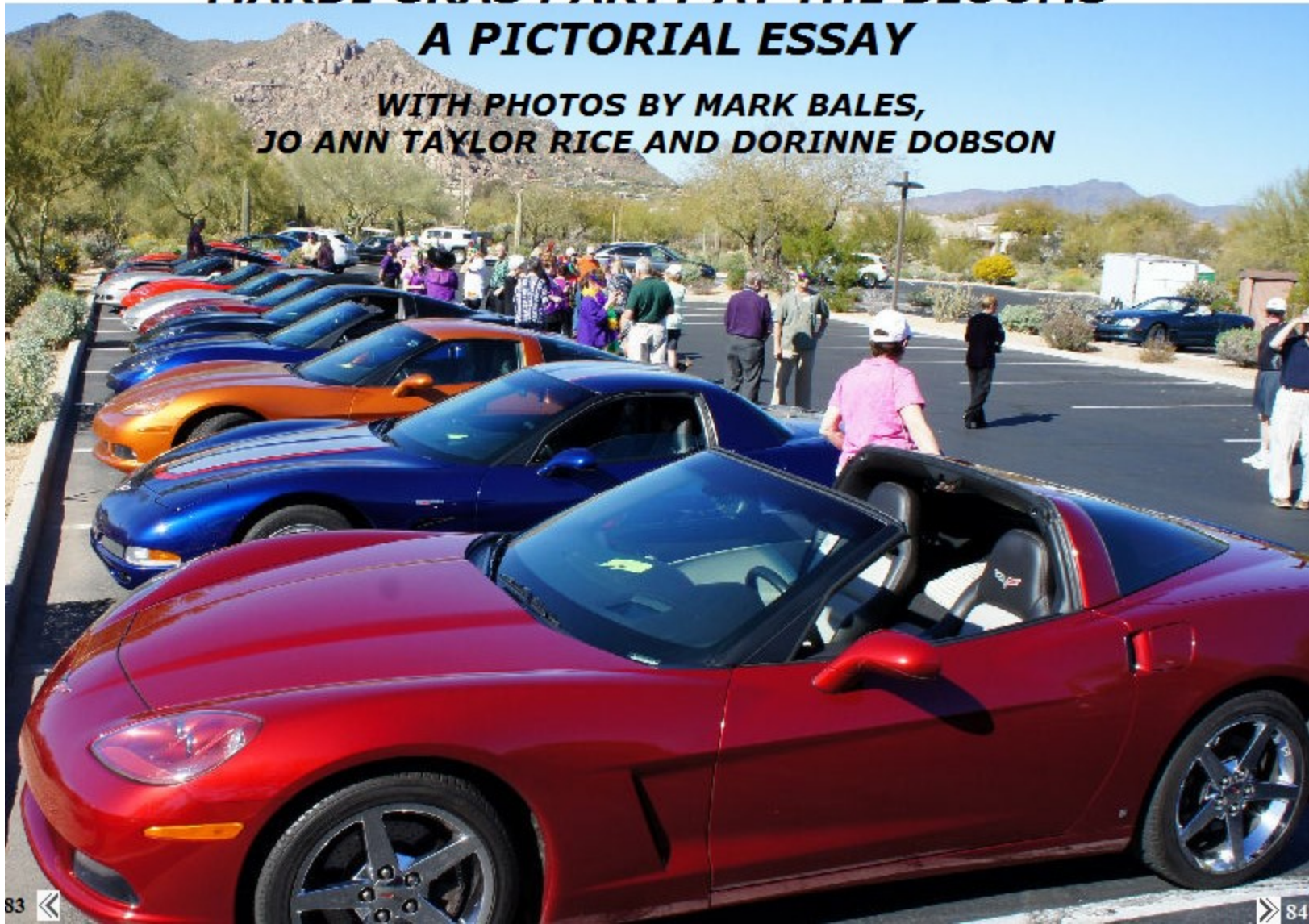
## **MARDI GRAS PARTY AT THE BLOOMS'**





# **MARDI GRAS PARTY AT THE BLOOMS' A PICTORIAL ESSAY**

**WITH PHOTOS BY MARK BALES,  
JO ANN TAYLOR RICE AND DORINNE DOBSON**





***The Scene in the Parking Lot at Terravita Golf Club***



*We were definitely  
spectacular! And there were  
lots of spectators checking  
us out!*







Steve and Terry Making Grand Entrance



The Girls!



*Larry, after crowning  
Walter the King*



*Walter the King!*



*Queen Terry and  
King Walter!*



## Mardi Gras Party at the Blooms'



*Masked Wonders in the Parking Lot*

*And then, we paraded through Terravita in our Corvettes, waving to the residents who came out to see us. Arriving at Larry and Cheryl's home, we were greeted by the "Welcome Scottsdale Corvette Club" sign you saw on page 82. Inside, the Blooms had decorated their home with beautiful Mardi Gras colors and flowers and glitter! It was a very festive atmosphere!*



*One of the tables decorated for Mardi Gras*



*Chuck and Lonnie*





*King Walter Holding Court*

*At left, King Walter Waving to the Throngs*

*Below left, Dorinne with King Walter*

*Below right, King Walter and  
Two Masked Guys in Hats*







*Brian and Deb*



*Kathy and Gary*



*Kay, Sandi and Sue*



*Dirty Larry and Cheryl*



Mardi Gras Party at the Blooms'

Contents Close



The King and the Pope



Bonnie



JoAnn



Mike



Fran and Cheryl



Krysha



Ladies Relaxing by the Fire







*There was oodles of great food! Jambalaya, baked ham, brisket, macaroni and cheese, corn bread! YUM!*



*Jim, Judi and Bob*



*Mark, Chuck and Dirty Larry*



JoAnn and Richard



Mark



Lonnie



Three Guys in Hats



Bob and Carol





*OUR WONDERFUL HOSTS!  
Larry, Krysha, Larry and Cheryl*

*A huge THANK YOU for a GREAT PARTY!!*

## 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.



**SCC MEN!  
SAVE THE DATE!**

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

### Did You Know?

[Contents Close](#)

Badwater Basin, in Death Valley National Park, is the lowest place in North America and one of the lowest places in the world at 282 feet below sea level. The Dead Sea, between Israel and Jordan, is the lowest at 1371 feet below sea level.



**Don't Miss Out on the SCC Trip to Death Valley!**

**It's March 23-26!**

**And then it's on to the Racing School at Pahrump, NV,  
and Las Vegas!**

**Should be fun. Contact Walter to see if you can still get  
a spot on this trip!**



Here's an interesting article that Mark Bales found and sent in for the newsletter.

## **CAR TUNES**

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

### **SUNDOWN**

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios - Lear had served as a radio operator in the U. S. Navy during World War I - and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

### **SIGNING ON**

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)





## Car Tunes

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - he got enough orders to put the radio into production.

## WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

- When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

- In 1930 it took two men several days to put in a car radio - the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

## HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)



## Car Tunes

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio - the Handie-Talkie - for the U. S. Army.

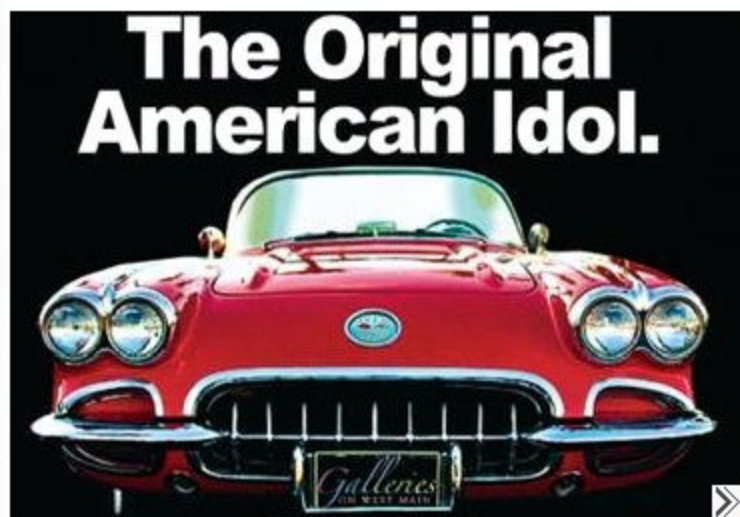
A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is the second-largest cell phone manufacturer in the world. And it all started with the car radio.

## WHATEVER HAPPENED TO...

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he de-

veloped the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction-finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



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

**April 7**

Corvette Club of Arizona  
People's Choice Car Show - Corvettes in the Park  
Downtown Chandler  
Contact Jim Enriquez at [jenriquez@cox.net](mailto:jenriquez@cox.net)

**April 28-29**

Thunder Vette Set  
Low Speed Autocrosses in Sierra Vista  
Contact Paul Hamersly - [lt4ce@yahoo.com](mailto:lt4ce@yahoo.com)

**May 25-28**

Tucson Corvette Club  
29th Annual Superbash - Memorial Day Weekend  
Golf, Autocross, Drags, Car Show, Rallye, Parties  
Contact: [superbash@tucsoncorvetteclub.com](mailto:superbash@tucsoncorvetteclub.com)



 **AN AMERICAN REVOLUTION**



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

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

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