



NEWSLETTER
March-April 2014



Gurmit & John
Walch & their
Magnetic Red C7



NEWSLETTER

March-April 2014



Brief but fun traffic jam waiting for the Mystery Castle to open at 11 a.m. on Saturday, February 22 (See story inside)



Mar.-Apr. 2014 A Newsletter for Corvette Enthusiasts 108 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net



In this issue...

*New Cruisers, Members
with New Vettes,
Mystery Tour,
Extracurricular
Activities, Trip to
Mystery Castle, Tech
Articles, Remember
When, 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



Proudly sponsored by
Van Chevrolet
8585 E. Frank Lloyd
Wright Blvd.
Scottsdale, AZ 85260
(480) 991-8300
www.vanchevrolet.com

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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.

2014 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 mcassel@wickpilcherins.com

Activities Director

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

Membership Director

Mark Bales (480) 471-7365 wmbales@gorvw.net

Secretary

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

Governor

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

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SCC Birthdays!

March

Barbara Meskell - March 1
Mike Cassel - March 4
Wendy Naylor - March 5
Dorothy Durby - March 6
Jack Gustin - March 14
Bob Findsen - March 21
Bev Voice - March 29
Linda Zimmerman-March 31



April

Doug Meskel - April 3
Chuck Weschler - April 4
Krysha Source - April 7
Lisa Tasnadi - April 11
Gerry Goepfert - April 13
Catherine Thart - April 13
Dave Meronuk - April 17
Carol Spanel - April 20
Samantha Gobeille-April 22
Joe Rubel - April 24
Jane Runyon - April 24
Christina Georgiou-April 27
Phil D'Alessandro - April 29
Evelyn Nightingale-April 29
Larry Sorce - April 30
Sandi Weschler - April 30



Coming Events!

March 12 - Club Dinner Meeting
 March 14-16 - Trip to Bisbee & Fort Huachuca
 March 19 - Vette Vixens Dinner - Men's Poker Night
 March 26 - Board Meeting
 March 30 - Quarterly Ethnic Epicurean Experience

April 8 - Copperstate 1000 Car Show
 April 9 - Club Dinner Meeting
 April 16 - Vette Vixens Dinner - Men's Poker Night
 April 23 - Board Meeting
 April 26 - Picnic at Boyce Thompson Arboretum

May 14 - Club Dinner Meeting
 May 15-18 - Trip to Capitol Reef National Park, Utah
 May 21 - Vette Vixens Dinner - Men's Poker Night
 May 28 - Board Meeting

June 11 - Club Dinner Meeting
 June 15-17 - "Racing Las Vegas" - LV Driving Experience
 June 18 - Vette Vixens Dinner - Men's Poker Night
 June 25 - Board Meeting
 June 28 - Quarterly Ethnic Epicurean Experience

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.



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

**THE DRAWING WILL BE \$100
 AT THE MARCH MEETING!
 YOU MUST BE PRESENT TO
 WIN!**

**DON'T FORGET TO WEAR
 YOUR CLUB NAME TAGS TO
 THE MONTHLY MEETINGS
 AND EVENTS! WITH ALL THE
 NEW MEMBERS, IT WILL HELP
 EVERYONE GET BETTER
 ACQUAINTED!**



New Cruisers

*Four more new members of
the Scottsdale Corvette Club!
Please welcome:*

*Tali and Marsha Amir
and their 2008 Red Convertible*

*John and Gloria Ketterl and
their 1988 Dark Red Metallic Convertible*

*We hope to have photos of these two new
couples and their Corvettes in the next
issue. In the meantime, be sure to introduce
yourselves to these "New Cruisers" when
you see them.*

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

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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 NEXT
OUTING ON MARCH 19TH.
HOPE TO SEE YOU THERE!**

FROM THE DRIVER'S SEAT

By Steve Patricola

Hello again. Our January Club meeting was held on January 15 at Gainey Ranch Golf Club and was attended by 55 members. If you recall, our speakers were Paul Oslansky and our own member, David Meronuk, who are judges for NCRS, Bloomington Gold, AZ Concours, Kirkland and Tacoma Washington Concours. Both were extremely knowledgeable and provided specific insights into the criteria used in concours judging. In addi-



Steve and Terry

tion, they provided judging sheets to help us understand what they look for as judges. Finally, I would be remiss if I didn't thank Ken Harder for making the arrangements for these speakers.

The Vixens dinner was at Café Zuzu at the Hotel Valley Ho in Scottsdale and was attend by 18 members, a great turnout indeed. Likewise, I believe Larry Bloom and Dick Kulczycki were the big winners at poker night, and they are looking forward to taking everyone's money again.

Speaking of activities, the Mystery Trip was held on January 25 with nineteen cars attending. We started at Home Depot on the Carefree Highway and traveled to Roadrunner Steakhouse & Saloon in New River for lunch. After lunch we went to the Martin Auto Museum which was very well received by those attending. Thanks again, Walter, for another outstanding trip.

From the Driver's Seat

To close out January, membership at the start of the year was at 104, and during the January meeting three guests attended who subsequently joined the Club: John and Gloria Ketterl and Tali Amir. (Note: Tali's wife, Marsha, also joined.) Welcome to these new Club members!

Annually, we hold our February meeting at Van Chevrolet in Scottsdale. It was attended by 55 members and three Van staffers including GM Chuck Mullins, master technician Bruce Novak and Jake Thompson, lead Corvette salesman. Chuck discussed the state of the dealership, including sales of 85 Corvettes to date and the future allocation of approximately 214 Corvettes for 2014. Next up was Bruce who discussed how Van has its own QC process which augments GM's new processes. Several questions were asked about initial problems with the C7 which Bruce said seem to have been addressed. Finally, Jake

overview of some of the new C7 features, and we all had a laugh at Ken Harder's expense, learning how he is technically and maybe sight-challenged (regarding the back window glare). Pizza was served along with salad and drinks for \$5 which is quite a bargain in today's economy. Two guests attended the meeting, Dennis and Cheryl Brink.

One final note, as those who attended the meeting know, Chuck Weschler suffered a stroke on February 10, and I am happy to report he is doing well. Please keep him and Sandi in your thoughts and prayers.

As always, it is my pleasure serving as your president. Take care.

Steve



Editor's Corner

By Dorinne Dobson



It seems like spring in Phoenix, even though it's only March 1. We are so blessed to live in our Arizona paradise.

We have an exciting issue this time with two great articles from Mark Bales on some car-related activities that quite a few members attended, entitled "Extracurricular Activities," on page 55, and "Hot Rod Lincoln" on the popular song on page 103. To the editor's delight, Steve Patricola and Phil D'Alessandro both contributed technical articles for your enjoyment, and Steve wrote an article describing his experience in trying to see his car at one of the January collector car auctions in Scottsdale. Mark Bales and Frank Tasnadi came through with some great photos of our events in January

and February. John Walch wrote an interesting article about his new C7 and his other Vettes through the years, on page 19. Steve P. wrote the article about the trip to the Mystery Castle, and Phil contributed a couple of items about NCRS activities. Rollie Trayte came through with lots of stuff about the catastrophic sink hole at the National Corvette Museum (see page 29 for one piece) and an article and some photos about the Concours in the Hills (page 74).

As your editor, I feel like I must have died and gone to heaven, as we have never had so many contributors to the newsletter as in recent months. Please keep up the good work! I love it! Don't stop! This newsletter is only as good as you, the members, make it, and you're doing really, really good right now...

Until the next issue, save the wave!

Dorinne



A "Save the Date" Reminder
from Phil D'Alessandro
for those interested in NCRS events:

On Saturday, March 15th, there is a Spring Chapter Meet and Judging event at Ryan Airfield in Tucson. Interested members can go online to register at www.arizonancrs.com/events



*Our first Ethnic
Epicurean Experience
in 2014 will be at Le
Chalet, the Swiss
creperie, fondue and
French restaurant*

*in Glendale. This event will take place on
Saturday evening, March 30. Walter and
Michele, with their Swiss heritage, know
all about authentic Swiss fondues and
raclettes, so be ready to experience and
enjoy this great cuisine!*

Let's have a picnic!



*On Saturday, April 26, at Boyce
Thompson Arboretum near Superior, we'll
picnic among the wildflowers and desert
plants! Walter will be sending out
details. This is an event you won't want
to miss!*

SCC MEMBERS WITH NEW CORVETTES!

John Prenzno & His Laguna Blue C7



Here is John's description of his new toy, which is named Luanne, by the way:

Luanne is Laguna Blue, with a Brownstone interior. She's a Z51 coupe, automatic, 3LT. Other options include: visible carbon fiber

roof panel, carbon flash hood stripe, battery protection package, carbon fiber interior package, magnetic ride control, sueded micro-fiber interior trim package, performance exhaust, and chrome wheels.

Bob Avondo Has a Cyber Grey C7 Coupe



Editor's Note: Not being able to get a photo of Bob's Corvette by the newsletter deadline, the above photo is not Bob's Corvette, but a photo of a C7 Cyber Grey Coupe similar to Bob's new Corvette.

John & Gurmit Walch's Magnetic Red C7 Coupe



The C7 Corvette Stingray Over 60 Years in the Making Story & Photos by John Walch

I have had the good fortune of owning 4 out of the 7 generations of Corvettes during the different stages of my life. Reflecting back on these cars, I noted that each one cost me exactly the same amount....every spare dollar I had. I also noted that the history of the Corvette in many ways paralleled my own. We are now both in our 60's and have earned the right to leave our turn signal on

for the rest of the journey.

(C1 1953 - 1962)

I was 16 when I bought my first Corvette, a used red 1958. Like most youngsters, we both had ample room for improvement. The potential was there, just a matter of what was to become of it. The C1 Corvette was round on the sides, long in the front and the redesigned 1961 rear of the car resembled a duck's tail, much like my hairdo "D A" and all. The semi-truck-size steering wheel nearly filled the driver's cockpit and matched the truck-like ride. When I rode over a coin, I could tell the year it was minted. Was the Corvette a diamond in the rough or just a rough stone? Only time would tell.

(C2 1963 - 1967)

The Stingray years....unfortunately I did not have the pleasure of owning one. As the old saying goes, "If you remember the 60's you did not enjoy them." There is little I remem-

The Walch's C7



1958 C1 - Not mine, but exactly like mine

ber of the 60's, so maybe it was good I skipped that generation.

(C3 1968 - 1982)

After a long "dry" spell of watching the Corvette evolve from the sidelines (while I played Jacques Cousteau), I was in my 50's when I got back into the game and acquired my 1982. The C3 was patterned after the Mako Shark II concept car, and featured the T-top removable roof panels (again like my

hair style in which the top comes off). After several years of weight gain, the Corvette was in need of a little enhancement, both in performance as well as appearance (well, finally, no similarity there), and in 1980 an aerodynamic redesign trimmed both body and chassis weight. Not fully correcting all the problem areas of the C2, the C3 retained the "hidden" headlamp feature which did not always work as planned. Many a day I drove with one eye open (on the car I mean). The C3 still rode like a lumber wagon, the seats were uncomfortable, and little things



My 1982 C3

The Walch's C7

seemed to always need fixing. The static in the radio, however, was clever in the fact it would increase and decrease with the RPM of the engine (not an intentional design attempt at an audible tachometer).

(C4 1984 - 1996) - (C5 1997 - 2004)

Again, I skipped these modelsmy C3 qualified for antique plates and to be honest, I personally liked the looks of the 1982 C3 compared to the C4. However, the Corvette engineers were starting to feel the pressure from overseas competitors and good things started to happen to the style, quality, and the engine (introduced the LS1) in the C5's.

(C6 2005 - 2013)

This generation, I felt was worth the increased costs for new license plates, so I traded in my tuxedo black 1982 (bat mobile) for a gently used, low mileage 2008. The Corvette had matured nicely and was starting to live up to its potential. The roll out headlamps were replaced, 430 bhp LS3

engine, all leather interior, and paddle shift, what's not to like? But then along came the hype on the C7.



Our 2008 C6

(C7 2014 - ?)

I missed the Stingray years the first time, but like the Corvette engineers, I learned from my errors over the years and I was not going to repeat that mistake. This is the point where my life and the Corvette are no longer parallel. I can only hope I matured a fraction as well as the Corvette did.

The C7 has had more work done on it than Wayne Newton, Kenny Rogers and Joan Riv-

The Walch's C7

ers combined (perhaps with an even better team of "surgeons"). This was not simply a nip and tuck around the eyes like the C5 to the C6, it was a complete make-over with the only parts used from previous generations being the removable top latches.

While the Stingray name may transport you back to the 60's, it is more like "Back to the Future" once you sit behind the smaller diameter steering wheel. Only thing missing is the flux capacitor. It will take me years before I learn and use all the high-tech features available. From the moment I pushed the ignition switch and the steering wheel came to meet my hands I knew this was like no other Corvette I have driven.

The C7 goes far beyond the elegant high-tech interior with heated, vented seats that hug you like an old friend, Bose premium sound system, and dual high-resolution information screens. The heart of the driver-oriented technologies is the five settings "Mode Selector" which at the turn of

the turn of a knob adjusts 12 performance parameters to match the road conditions and driver preference.

The all new Stingray embodies the term "Form Follows Function," which in principle means that the shape of the object should be primarily based upon its intended function. The Corvette has always been a head turner, but unlike the non-functioning (read fake) louvers on my 1958's hood, every line on the C7 has a function.

High-tech features, classy European style lines, 450 hp LT1 small block engine, a race-proven chassis and suspension, and the best power-to-weight ratio of any Corvette, all contribute to a performance and response that surpasses any comparison to any of the previous generations. It is the quickness and spunk that the C1 wanted to deliver enhanced by the technology only the future could provide. I, like every other C7 owner I have spoken to, am in love!

The Walch's C7

If any Club members are considering buying this all-American-made C7, I highly recommend you talk directly to Chuck Mullins at Van Chevrolet. Buying a new car can at times be a little stressful, but Chuck made the experience a real pleasure and his hand-picked Corvette team exceeded my expectations.

John



*Gurmit & John with their 2014 C7
You saw a larger version of this photo taken by Mark Bales on the cover of this newsletter.*



Check out this neat photo from John Walch of a yellow C7 with the Fountain in the background, taken at the Concours in the Hills on February 15th

TRAGEDY AT THE NATIONAL CORVETTE MUSEUM



From Rollie Trayte: Here's a photo from down inside the sinkhole labeling the various cars that are in the pit. They are expecting to start pulling out the cars in the next week or so and, at this point at least, there's a live camera that lets you see what they're doing: [http://](http://www.corvettemuseum.org/webcam/camera14.shtml)

www.corvettemuseum.org/webcam/camera14.shtml



CLUB TRIPS/ACTIVITIES FOR 2014

Courtesy of Walter Juessen, Activities Director

January 25

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



February 22

Lunch & Trip to Mystery Castle

March 14-16

Trip to Bisbee & Fort Huachuca



April 26

Picnic at Boyce Thompson Arboretum

May 16-19

Trip to Capitol Reef National Park, Utah



June 15-17

Drive Exotic Cars @ Red Rock Canyon or NASCARs @ Las Vegas Speedway

CLUB TRIPS/ACTIVITIES FOR 2014 - Continued

July

NO ACTIVITIES!

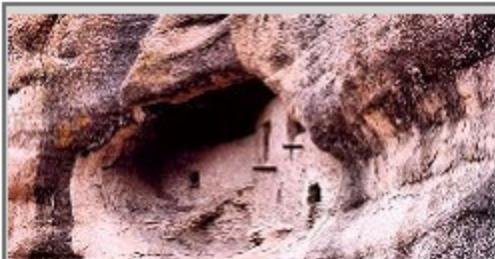


August 3-9

Trip to Pike's Peak, USAF Academy & Colorado Springs

September 11-14

Trip to Monument Valley, Moab, Canyonlands & Arches



October 9-12

Trip to Gila Hot Springs, New Mexico

November 15

Trip to Sabino Canyon, Tucson



December 6

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 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.

**First Saturday each month 8 AM
April 5 at**

Corvettes and Caffeine
in Scottsdale, Arizona

**Make sure you are where the
action is - Corvettes & Caffeine on
Scottsdale Road between Thomas
and MacDowell Road**

Free Donuts, Bagels, and 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/>**



SAVE THE DATE!

***FIRST SATURDAY EVERY
MONTH!***

***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.
In the cooler months at 8:00.***

SEE YOU THERE ON APR. 5?





***MYSTERY TOUR DIRECTED BY
WALTER JUESSEN
RADIO OPERATOR - MICHELE
JUESSEN
PHOTOGRAPHS BY MARK BALES***





On Saturday morning, January 25, we met in the parking lot near the Home Depot at 48th Street and Carefree Highway. As you can see from the prior page and above, there were Corvettes everywhere! We had a caravan of nineteen Vettes when we embarked on our mysterious adventure.

Mystery Tour

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Upper left, the Thomas' '62 (Click on the car for a larger view); Upper right, the parking lot at the Road Runner Steakhouse was a ZOO! Below and on the next page, you can see that we all parked and enjoyed a wonderful lunch together.





Mystery Tour

After lunch, we drove down the Black Canyon Freeway to Bell Road, made a U-turn from Bell onto the northbound frontage road and found ourselves in the parking lot of the Martin Auto Museum. We enjoyed looking at all the vintage automobiles in the Museum, and the car show in the parking lot put on by the Studebaker Club. Below left is one of the two Lister Corvettes in the Museum's collection. Below right are several Corvettes at the Museum. Not sure if Mark is trying to convince us, yet again, that all Corvettes are red! What do you think?

Thanks to Walter and Michele for keeping the mystery alive for another SCC Mystery Tour.



ARIZONA CHAPTER



The graphic features a central sunburst with a star in the middle, flanked by two saguaro cacti. A red flag with a white fleur-de-lis and a checkered racing flag are also part of the central design. The text 'ARIZONA CHAPTER' is at the top in a red, arched font. 'NCRS' is in large, bold, blue letters with a white outline. Below it, '2015 REGIONAL' is in red. 'SAVE THE DATE!' is in large, bold, white letters with a black outline. The dates 'MARCH 19-21, 2015' and location 'TUCSON, ARIZONA' are in yellow. Contact information for Tom Barr and Pete Bergmann is in white. The website 'WWW.ARIZONANCRS.COM' is at the bottom in white.

NCRS

2015 REGIONAL

SAVE THE DATE!

MARCH 19-21, 2015
TUCSON, ARIZONA

TOM BARR 520-219-9961
PETE BERGMANN 480-358-7511

WATCH THE DRIVELINE FOR
REGISTRATION INFORMATION
WWW.ARIZONANCRS.COM



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
Phil D'Alessandro
Jim Dobson
Walter Juessen
Steve Patricola
John Prenzno
Frank Tasnadi
Rollie Trayte
John Walch*

COPPERSTATE 1000 FIELD OF DREAMS
APRIL 6, 2014, 8am to Noon

The Field of Dreams combines a classic cruise-in car show with the European-style departure of the Copperstate cars, attracting more than 200 classics, muscle cars, exotics, street rods and everything in between.

Watch for an email from Walter with details on the car show and lunch afterwards.



SAVE THE DATE!
May 15-18
A Road Trip to
Capitol Reef National Park
near Boulder, Utah

Watch for more details!

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BY PHIL D'ALESSANDRO

Ever take a look around the engine bay of your older Corvette? Hard to do with the new ones, thanks to all the shrouding, but for those of us with older cars that are not going to be NCRS judged, a neater engine bay is always a "sight to behold" on Cruise Nights and at car shows.

During my attendance at the SEMA show (Specialty Equipment Market Association), I came across a company, TECHFLEX of Sparta, New Jersey. They produce braided sleeving products.

They have solutions for almost any application, whether it is automotive or aerospace, they have a wrap to protect, identify or just enhance all those wires,

Tech Corner

cables, tubes or headers. Various color options for the audio wires at home or water repellant wrap for your water toy. Don't forget chrome wrap for those spark plug wires!



Techflex can be reached at 800-323-5140, www.techflex.com or snail mail at 29 Brookfield Drive, Sparta, New Jersey 07871.

The picture at left shows examples of:

Top to bottom:

- Flexo 1/2 inch Orange
- Flexo 3/4 inch Black
- Insultherm 3/8 Black
- Fireflex 1/2 inch Red
- Flexo Noise Reduction 5/8 inch Black
- Thermo Shield 1/2 inch Silver
- Thermo Shield 1 inch tube

Phil



Extracurricular Activities

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STORY AND PHOTOGRAPHS BY MARK BALES

The SCC Activities Calendar is full of fun, but apparently some of our car junkies need more to get their fix. In January and February several of our members met, informally, at various car shows. One organized, one spur of the moment, and one I had never heard of. What a way to enjoy our wonderful winter (?) weather.

SCC C7's at the Pavilions, Jan 4

John Walch and Frank Tasnadi decided the owners of the first and only four C7's in the



Extracurricular Activities

Club, at the time, should meet at the weekly Pavilions car show. Ken Harder and Jerry Strimbu agreed. Gurmit, Lisa and Fran came along for the fun, along with Larry Bloom. Unfortunately the guys and gals showed up too late for primo parking spots and were relegated to positions outside the main show. That didn't keep them from attracting attention. Several people walking or driving by stopped to take a look. Most had never seen one C7, let alone four. With two turkey cars parked around him, I didn't get a shot of Ken's car, but a nice one of his gorgeous red interior. Three of the four C7's are pictured on the prior page. Last minute, but a lot of fun. *Editor's Note: See John and Gurmit and their C7 on the front cover of this Newsletter.*

Phil's Filling Station Car Show, Sun., Jan. 26
During the Mystery Tour, the day before, Phil D'Alessandro mentioned a car show, Sunday morning, at Phil's Filling Station, a



Jerry Strimbu and his C7 with headers
[Click on the photo to see a clearer view](#)



Gorgeous red interior of Harders' C7

Extracurricular Activities

popular restaurant in Fountain Hills. Phil said the Solid Axle Club would be showing several cars, so I decided to check it out. When I arrived I found not only Phil and Joann, but also Foster and Kathi Thomas, along with Rollie Trayte. With his '62 on a lift for further NCRS scrubbing, Phil brought his '63. Foster and Kathi had their '62, and Rollie showed his well-



Foster and Kathi with their '62

Extracurricular Activities

breathed-on '02. Unfortunately I didn't get a shot of Phil and Joann. They had gone for lunch.

Turns out this car show is a weekly event, and open to all makes and models. It also starts, this time of year, at a reasonable 11:00 AM. I left around 12:15, and cars were still pouring in. Check it out!



Phil and Joann's '63

Concours In The Hills, Feb. 15

This was the inaugural Concours in the Hills. The attempt was to create a setting more associated with the Concours d'Elegance vs. a "car show." Unfortunately they were one-upped by the Concours at the Biltmore, but a decent effort and some wonderful automobiles. This SCC meet-up was a little more organized. It started with three or four members, and grew to fourteen or fifteen. Seven Corvettes and two Harleys



Rollie and his '02

met at the Shell station in far north Scottsdale and took the scenic route to Fountain Hills. There we met up with four more SCC members.



Seven Corvettes
and two Harleys (see below)



It was a beautiful day, and dozens of really cool cars. Some very rare, like the Enzo Ferraris. Walter and I visited the Ferrari Museum in Italy last fall and didn't see one Enzo. There were two in Fountain Hills! The tough question we asked each other, "If you could have just one of these cars, which one?" It was impossible to answer. Frank



Concours in the Hills



Rare Enzo



Bugatti

Extracurricular Activities

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67◀◀ Left, Dave & Dana; upper right, Phil & his '63; lower right, Herb (Dawn's dad) & Manny ▶▶ 68



Upper left, Steve P., Steve B., Dick & John W.; upper right, '09 '62; lower left, beautiful Scarab; lower right, Mark's first car



The Fountain

and John should have entered their C7's. Both nicer than the one example in the show. Oops! ALL Corvettes are nice!

In closing, the Valley is blessed with dozens of activities for car nuts. I didn't even mention running into Club members at Barrett-Jackson, etc. The Scottsdale Corvette Club is blessed with a wonderful membership. The number of people who participate in

Extracurricular Activities

Club activities has grown dramatically, as proven by attendance at club events. Impressive. What really impresses me is the increased number of members who just like to hang out with other members, and do car stuff. Love it!

Mark

Editor's Note:

After receiving the above article and photos from Mark, I also received a short piece with a couple of photos from Rollie Trayte, and from Walter Juessen, a press release from the Concours in the Hills committee. So read on for more on this first-time event in Fountain Hills.



Story and Photos by Rollie Trayte

Nearly 170 cars of all kinds- muscle, luxury and exotic- graced the grounds of beautiful Fountain Hills park on Saturday, February 15th for the first Concours in the Hills show under sunny skies and temps in the 80's.

SCC membership chair Mark Bales organized a group of the usual suspects to attend the event and support club member Phil D' Alessandro's entry, a spectacular Daytona Blue 1963 Split Window Coupe.

By some estimates, there were more than 70 Ferraris and an impressive group of other collectibles including old GTOs and SS Chevelles, a few other Corvettes, Lambos, Deloreans, Bentleys, Porsches, MacClarens and even a Bugatti Veyron.

Concours in the Hills

FOUNTAIN HILLS, AZ. Feb. 20, 2014. The inaugural Concours in the Hills held on February 15, 2014 in Fountain Hills, AZ drew 210 entries and raised over \$25,000 for the Boys & Girls Clubs of Greater Scottsdale.

Held in the dramatic setting on the beautiful green grass of 64-acre Fountain Park in Fountain Hills, Arizona, with its famous 562-foot fountain, one of the world's highest, serving as a backdrop, the event drew thousands of visitors. Mother Nature even participated with sunny skies and temperatures in the very high 80's.

Exhibitors ran the gamut from a Bugatti Veyron and two Ferrari Enzos to a classic 1934 Auburn Boat Tail and included several brands of ultra-high performance exotics, American, British and German sports cars, muscle cars and pre-war classics.

Concours in the Hills



SCC members in attendance were D'Alessandro, Bales, Kulczycki, Bidwell, Tasnadi, Walch, Bloom, Sorce, Siprut, Patricola, Meronuk, and Trayte.

Rollie



Here's Rollie with his sons and grandsons

tech CORNER

By Steve Patricola

C7 Seats

For years the auto industry, media types and European competitors have had a field day with Corvette seats, i.e., they lacked lateral support, side bolsters failed to hold you in place, etc., etc. The criticism was justified because while the seats were adequate, they were nothing like a world class automobile should have, which Chevrolet was attempting to do with the C6 ZO6/ZR-1.

Fast forward to development of the C7, and, according to Chief Engineer Tadge Juechter, better seats topped their list of interior improvements. The plan was to offer two seats - a standard and an optional competitive sport seat.

Concours in the Hills

Exhibitors Selection Awards for Best Domestic were given to a 1936 Ford; Best Import to a Volvo P1800E; Best of Show to a Bentley Continental Convertible.

People's Choice for Best Domestic went to a Ford GT; Best Import to an Excalibur Phaeton, which was also the People's Choice for Best of Show.

The Concours was enthusiastically supported by the leading car clubs of Arizona representing Ferrari, Lamborghini, Porsche, Jaguar, Ford GT, Viper, Corvette, Lotus, De Tomaso, DeLorean, and others.

By extremely popular demand Concours in the Hills will be held again on February 7, 2015 in the same location.

For information contact: Peter I. Volny
concoursinthehills@cox.net; 480.773.7297

Tech Corner

To improve rigidity, the fiberglass seat-back was replaced with cast-magnesium, and the seat bottoms used in the C6 (fiberglass sheets suspended by metal wires) were replaced with stamped steel bottoms. In addition, the side seat airbags were moved from outside of the seat bolster to a separate pod so the seat could be slimmer, stiffer and more supportive. The new standard seat is only about 10 pounds heavier than its predecessor.

The competitive seat development also used digital pressure mapping which involves taking a digital snapshot of a person's back and rear-end pressure distribution points over a seat surface. Digital pressure mapping used during track testing generated 4600 data points per second which, coupled with input from various sized test drivers (over 6 feet to petite women), developed the final design.

As a result, you now have two choices, and both are state of the art, and both finally move the Corvette from being an "also ran" into a world-class competitor.

Steve



Travel to Bisbee on March 14-16 and stay at The Shady Dell in a 1940's Airstream Trailer.

Bet you haven't done that before!

Sightseeing in Bisbee, dinner at Cafe Roca (great place to dine!), a tour of the Fort Huachuca army base, and much more!

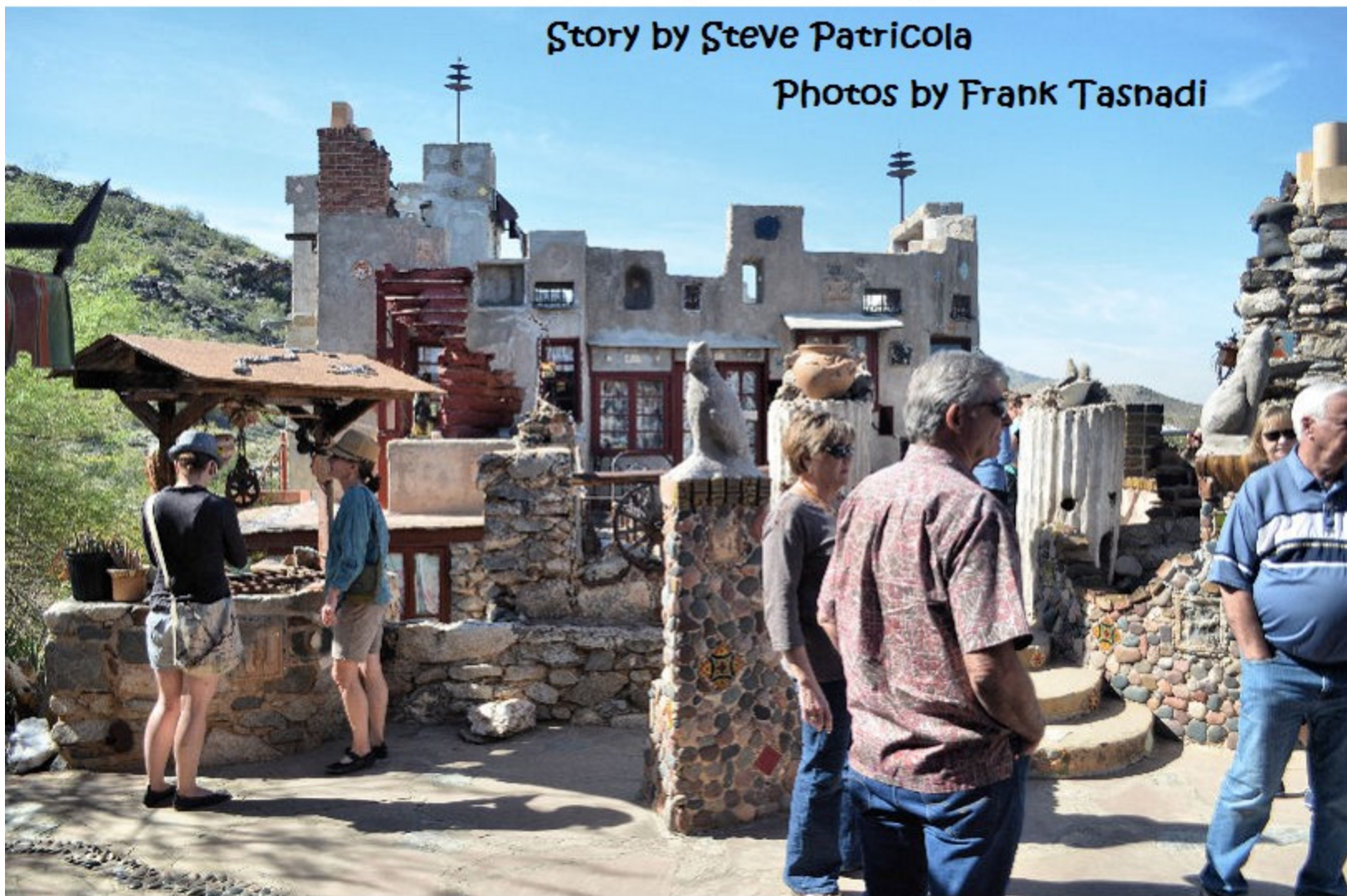
Walter has put together another adventure that involves driving your Corvette!

Don't miss it!

TRIP TO THE MYSTERY CASTLE

Story by Steve Patricola

Photos by Frank Tasnadi



Trip to the Mystery Castle

Eleven (11) cars showed up at Starbucks at the Pavilions on Indian Bend Road. Walter was able to get us out of the parking lot without incident and even managed to navigate Loop 101, US 60 and I-10 to Baseline Road and eventually to the Mystery Castle; although I have to tell you, I think it was Michele's navigation skills that got us there. Sorry buddy.

Anyway, we arrived, parked our cars and paid the \$10 entrance fee.



Above, Dana in the Vette; top right, walking to the Castle; lower right, Walter directing traffic



Trip to the Mystery Castle

The Mystery Castle is located in Phoenix in the foothills of South Mountain Park. It was built in the 1930's by Boyce Luther Gulley for his daughter, Mary Lou Gulley, and took 15 years to complete. The massive home has 8,000 square feet on 40 acres and contains 18 rooms with 13 fireplaces, a chapel, a bar with a bed (where Mr. Gulley could fall over when he had one too many), a kitchen where he made an island and built an oven over a fireplace because he didn't want to lean down when cooking.

The reason he built the Castle was that Mr. Gulley often took Mary Lou to Alki Beach during her early childhood in Seattle, where they loved to build sandcastles. Mary Lou always cried when the waves came in and washed the castles away, and her father would comfort her by telling her that she was his princess and he would one day build

big enough to live in.

Mr. Gulley abruptly deserted his wife and young daughter in 1927. He refused to tell them where he was going or when he would return. He left them because he was diagnosed with tuberculosis and was told he only had six months to live. Afraid that he might infect his family, and also dreading the prospect of making them watch him struggle through a miserable death, he'd kept the illness a secret and departed for Arizona, hoping the arid climate would ease his suffering.

With little money for building supplies, he roamed the Valley with his mule looking for odds and ends that could be used in the construction. Many items came from the local dump. Others were found at swap meets. Old glass dishes were used for windows. The floor of one room was made with discarded

Trip to the Mystery Castle

parts of the Castle featured auto parts, wagon wheels, telephone poles and train rails.



One of the many spires and odd parts of the Castle structure

Portions of the walls even included Native American petroglyphs that were chipped from cliff faces. This hodge-podge of components was held together by mortar with a unique ingredient: goat's milk.



Pam and Jerry on the tour



Carol and Mike

Trip to the Mystery Castle



Our tour guide - she's been doing this for 30 years

When Mary Lou and her mother (Frances) travelled to Phoenix and she saw the Castle, she suddenly realized that her father had fulfilled his promise by building her a castle to live in. Frances Gulley passed away in 1970, and Mary Lou continued living in the Castle and sharing stories with visitors. She felt it was her legacy, and she never wanted to be separated from it.

After several decades in the Mystery Castle, Mary Lou passed away in 2010. Like her father before her, she took many secrets to the grave.

Afterwards we had a "great" lunch at Wild Horse Pass, Whirlwind Golf Club. As usual Walter did an outstanding job of putting together a wonderful outing where we could enjoy driving our cars and camaraderie.

Steve

Trip to the Mystery Castle



Our Group outside the Castle



Lunch at the Whirlwind Golf Course at Wild Horse Pass



The following article from the January-February 2002 issue of the newsletter. The editor, Scott McPherson, wrote the article "tongue in cheek," and while many of our new members will not know some of those mentioned, I'm sure quite of few of our old members will get some chuckles from this article. I apologize for the poor quality of the photos - they were very dark in the newsletter and did not scan well.

Dorinne

Vette-Togethers

The SCC annual Christmas Party was held at the Desert Botanical Gardens, Sunday evening, December 9. The holiday festivities got underway at 5:00 p.m. with cocktails on the Ullman Terrace, followed by a catered dinner in Webster Auditorium at 7:00 p.m. Everyone had a great time, some more than others. Kathy Bales spilled wine on her beautiful blouse, Connie Cassel had to be escorted to her 02 Magnetic Red coupe, Cyndie Van Hook taught those at her table a thing or two about Mitch's preferences. Hugh was seen taking salt and pepper shakers from the tables. Norma kept trying to dance with Steve Bidwell even though the music had stopped. Jim who left a bit early was seen siphoning gas from Dick's car. Dick and Sue were seen later thumbing a ride on Pima. Sandi had to be pulled away from the guitarist by Chuck her HUSBAND. Chuck was later seen loading something in the trunk

of his car. Mike Reagan was making sculptures from the table napkins and suggesting we use them as our next fund raiser. Mitch bought two and sold them to Dick for a profit. Linda Rankin was really enjoying herself because Jack was detailing his car during the cocktail hour. There was a sighting of the Bells, James and Linda. Mark Shaw was asked to quit burying his head in Linda G's beautiful fur coat while she was wearing it and the request was not made by Linda. Judi Findsen slipped a note to Hugh,



in the face and Jane put the salt and pepper shakers back on the tables. After everyone left, Scott and Debbie cleaned up the room and helped break down the tables and water the plants.



HOT ROD LINCOLN



Story by Mark Bales

**My pappy said, "Son, you're gonna drive me to drinkin'
If you don't stop drivin' that hot rod Lincoln."**

And so starts the song, "Hot Rod Lincoln," performed by Commander Cody and the Lost Planet Airmen in 1972 when I was a long haired hippie. The song hit #9 on the Billboard charts, and #7 in Canada. Along with Grateful Dead, Janis, etc., "Hot Rod Lincoln" was a top play on my roommate's turntable. Remember turntables? I still have the song on my iPod. Listed in the "classic rock" playlist.

Fast forward to a month ago. Received an email from member Jim Dobson. Jim had no idea of my interest in the song. Random piece of fun he found on the internet. Revelation! Commander Cody wasn't the first to record the song, there really is a Hot Rod Lincoln, and the song is based on an actual race.

The song was written by Charlie Ryan, around 1955. Ryan owned a real hot rod, taking a 1948 12-cylinder Lincoln chassis, shortening, and placing a 1930 Ford Model A on top. And he did race a Cadillac. However, the actual race was in Idaho. For marketing reasons the lyrics were changed to Grapevine Hill in California.

Differing from the Commander Cody version, in 1955 Charlie opens with:

Hot Rod Lincoln

"Have you heard the story of the hot rod race
Where the Fords and Lincolns were settin' the pace?
That story is true I'm here to day
I was drivin' that Model A."

Charlie was driving that Model A. Until his death in 2008, Charlie toured with his Hot Rod Lincoln.

I've included links for Charlie's original:

<https://www.youtube.com/watch?v=WAFKsQkfSY0&feature=kp>

and the Commander Cody cover <https://www.youtube.com/watch?v=3R717nDuj1o>.





RIP, Charlie Ryan! You've left us with one of the best classic car songs ever.

Mark



Book Review

By Dorinne Dobson

If you like adventure stories, you're in for a treat if you read "The Quest" by Nelson DeMille. If you're familiar with Mr. DeMille, he wrote "The Charm School," "The Gold Coast," "The General's Daughter," "Spencerville," and "Plum Island," just to name a few, and those were all written a number of years ago. He's a prolific writer, and an accomplished one.

This story takes place in Ethiopia in 1974-75 when two journalists and a (female) photographer meet in Addis Ababa, their purpose in being there is to cover the fighting between the rebels and the royals, i.e., those loyal to the emperor, Haile Selassie. While traversing the jungle, they

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stumble upon a mortally wounded priest, Father Armando, who has been imprisoned by the Coptic Christians for twenty years to keep him from revealing the secret location of the Holy Grail.

The story has some twists and turns and keeps your attention. It has all the elements: drama, romance, adventure, religious fervor, danger, strife, you name it, it's in this novel. Mr. DeMille did not disappoint this reader, and I learned a lot about Ethiopia.

Dorinne

The Original American Idol.



My Experience Selling My Corvette at Auction

By Steve Patricola



All of us at one time or another have sold a car. I assume that many of you sold through private sales, while some have bought cars at large swap meets like Pomona, California, or Carlisle, Pennsylvania, and some through auctions like R&M, Gooding & Company, Barrett Jackson, Mecum and Russo and Steele.

I wanted to share with you my experience at a recently concluded auction and provide to you a perspective as a basis to compare my experience to what future auction dealers discuss.

Of course each situation is different, and if you

decide to sell a car at auction, then this article may provide with some guidelines.

When selling a car through an action, one must consider whether you want a reserve and if the auction house offers said reserve. A reserve is an amount that you place on your car that will cover your net (your bottom line number) and the auction expense. Some auctions do not offer a reserve which means whatever the car sells for is the price you're stuck with. So if a car is valued at \$100K and it sells for \$50K, then you get \$50K minus the auction fee. For example, one auction does not offer reserves and requires a 10% seller's fee + a 10% buyer's fee + the entry fee. In this scenario above that would leave the seller with \$45,000 minus the entry fee and any other "miscellaneous" fees that maybe incurred.

So in the opinion of this writer, it's more advantageous to go with an auction that will allow a reserve, like Mecum and/or Russo and Steele, because if the price doesn't meet

Selling My Corvette at Auction

or exceed the reserve, then the car doesn't sell and you are only out the cost of the entry fee.

Now for my experience, I had planned to go with Mecum but missed the Southern California auction in Anaheim. Therefore, I decided to go with Russo and Steele (R&S) in Scottsdale in January because they allowed a reserve.

The representative I worked with provided an overview, some basic information about R&S and a set of expectations. We swapped information on the car, and a professional writer took my gibberish and wordsmithed it so that it was coherent and effective for the sale (this was included as part of the service). In addition, I had to complete various legal forms and send in my car title in the event that the car was sold. Once all the paper work was completed to both our satisfactions, we just waited for the event.

Two weeks before the Auction (January 15-19), I was sent directions as to when the car

should be brought for staging which only took about an hour. However, the Hayden Road entrance signage was so small, I passed it twice. When I found it, I was dismayed because the entry was unpaved gravel. Even more disconcerting, they employed water trucks which made the roads muddy and, of course, dirtied the undercarriage, wheel wells and body panels. I decided to use the Scottsdale Road entrance but encountered the same issues. Note: I was informed that it was state-owned land and they could not pave the roads, which I found to be curious.

In this writer's opinion, this facility is second rate. The only coverage for cars - other than you covering the car (which I did nightly) - was tents, and if your car was not in the inside lane, then you could expect the car to get dusty daily, if not hourly. For whatever reason, they leave the windows half open, which means your interior experiences the same fate - dusty - which required me to clean the car a few times during the day and again at

Selling My Corvette at Auction

fore I covered the car.

I found most personnel were temps and ill-informed and, in order to get answers, I had to find an employee who was always supposed to be posted in the sales tent but often wasn't to be found. When the auction day finally arrived - Saturday at 3:00 p.m. - I drove the car into staging and up to the stage. Up to that point, I was displeased by the facilities, by the lack of knowledgeable, skilled employees, by how the cars were staged and by the auction itself - cars were barely getting five minutes of auction time.

When my car finally did get to the auction block, I was asked to get out of the car and then observed, to my chagrin, the auctioneer and the stage manager arguing about the paper work on the car. It was the worst possible scenario because the audience didn't know what was going on and assumed that the car's paperwork was not in order. I had to step in and give the auctioneer a sheet I used to provide information about the car when show-

ing it. I mean, isn't that their business?

Anyway, the auctioneer started to read it but by then anyone with any interest in the car had lost interest, and the car never came close to the reserve...but that didn't stop the stage manager asking me to drop the reserve which, of course, I told him to...you fill in the blanks.

The car didn't sell, and when I asked where the car was going to be housed, they weren't sure. To say I was flabbergasted is an understatement. and my anger was pronounced but I just figured it is over and I should move on. I eventually found the car pulled in with the rear quarters facing the main walkway in the tent...meaning the front of the car was facing in.

When I finally cooled down and found the professional I had been dealing with, he informed me that they hold the title for 21 days before returning it, for audit purposes. When I went to pick-up the car, they were as dysfunctional as the auction. Frankly I could

Selling My Corvette at Auction

not wait to get away from them.

When I got the car home, I had to wash the undercarriage and wheel wells to get the mud off as well as the body and found few new paint chips that weren't there before I took the car to R&S.

To sum up, it was a good learning experience.

Steve



**SCC MEN!
SAVE THE DATE!**

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

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