



Mar/Apr 2008 A Newsletter for Corvette Enthusiasts 94 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net



In this issue...

*Coming Events, Mystery
Trip, Car Show at Big
Earl's Diner, Promenade
Car Show, '08 Limited
Edition Big Block Z06,
Technical Information,
Memory Lane, And More...*



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

Meetings:

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



!NEW LOCATION!

Meetings are held at:
Thunderbird Grill
at Scottsdale
Thunderbird Suites
7515 East Butherus Drive
Scottsdale, AZ



Table of Contents

Mission Statement & Board - Page 3
New Cruisers and Birthdays - Page 4
Coming Events - Page 5
The Drivers Seat - Page - 7
Editor's Corner - Page 10
Corvette Technical Info & Web Sites - Page 14
Mark & Kathy Bales - Featured Members - Page 15
2008 Limited Edition "Big Block" Z06 - Page 34
Mystery Tour by Dick Gutherless - Page 46
Driving In at Big Earl's by Carol Brandwein - Page 58
National Day of Recognition for Corvette - Page 70
Gas Stations of Yesteryear - Page 74
Promenade Car Show - Facing Off with Jaguar - Page 76
Acceleration Put into Perspective - Page 95
Events of Interest in the Roadrunner Region - Page 100
Memory Lane by Sandi Weschler - Page 101



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

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.

2008 Board of Directors

President

Mike Cassel (480) 563-2598 mcassel@wickpilcherins.com

Vice-president

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

Governor

Alice Pfeffer (480) 595-7222 ampfeffer@cox.net

Treasurer

Dave Leiva (623) 825-3564 dnlka@cox.net

Activities Director

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

Membership Director

Rollie Trayte (480) 538-0280 CQRT@aol.com

Secretary/Newsletter Editor

Dorinne Dobson (928) 684-0945 ddobson58@cox.net

Past President

John Runyon (480) 575-0581 jjrunyon@cox.net



New Cruisers

WELCOME TO SCOTTSDALE CORVETTE CLUB!

John & Rosemarie Grizzard & their 2001 White Coupe
Wayne & Martha Thompson & their 2000 Red Coupe
Sandra Hull & Jim Hebert & their 2007 Red Convertible

Photos of these newcomers and their Vettes will appear in the next issue of the newsletter.

SCC Birthdays!

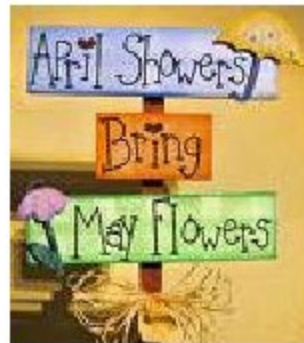


March

Mike Casset - March 4th
Dorothy Durby - March 6th
Gary Gash - March 16th
Bob Findsen - March 21st
Vada Brown - March 21st
Nicole Muenger - March 21st

April

Ann Hollander - April 3rd
Chuck Weschler - April 4th
Gerry Goepfert - April 13th
Janet Goepfert - April 19th
Carol Brandwein - April 20th
Jane Runyon - April 24th
Christina Georgiou - April 27th
Sandi Weschler - April 30th



Coming Events!

March 12th - Club Dinner Meeting
March 16-19th - Death Valley/Las Vegas Tour
March 19th - VETTE VIXENS CANCELED!
March 26th - Board Meeting
March 29th - Ethnic Epicurean Experience

April 9th - Club Dinner Meeting
April 16th - Vette Vixens Dinner
April 19th - Trip to Kitt Peak or Mount Graham
April 23rd - Board Meeting

May 14th - Club Dinner Meeting
May 16-18th - Trip to Grand Canyon Skywalk/Peach Sp.
May 21st - Vette Vixens Dinner
May 24th - Progressive Dinner
May 28th - Board Meeting

June 11th - Club Dinner Meeting
June 14th - Private Party at the Weschlers'
June 18th - Vette Vixens Dinner
June 25th - Board Meeting
June 28th - 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.

MEETING PLACE CHANGE!

If you failed to notice the change of meeting place on the front cover of the newsletter, PLEASE TAKE NOTE that the March meeting of Scottsdale Corvette Club will be held at the Thunderbird Grill at the Scottsdale Thunderbird Suites (just a couple of blocks east of Jilly's), at 7515 East Butherus. The menu for the March meeting will be an Italian Buffet as follows:

Caesar Salad
Warm Bread Sticks
Penne Pasta Marinara
Italian Meatballs
Fettucine Alfredo with
Vegetables
Cheese Cake
Iced Tea & Ice Water

The cost for the buffet dinner will be (including tax and gratuity) \$17.85 per person. You must RSVP to Mike Cassel by March 10th to attend the dinner meeting.



From the Driver's Seat...

Mike Cassel

Thanks to all the members who participated in the Promenade car show a couple of weeks ago. We had a great turnout and actually filled up our entire row of parking spaces. The weather was very pleasant and conducive for visiting with fellow SCC members and the viewing public. This is one of my favorite events because it provides an ideal venue for socializing (verbally), seeing some very nice "drive-by" cars, making contact with potential new members and, let's not forget, the refreshments at the end of the day!

Well, 2008 has already turned out to be a year of change for SCC. We have held our monthly meetings at Jilly's for almost four years, if my math is correct. It was a good location for our meetings for several reasons and not so good of a location for other reasons. It seems that as time went on the service



worsened, the food ordering process became slow and arduous, and we started to get the feeling from Jilly's that we were not very important to them. It was, at times, very difficult to even hold a meeting. For those of you who have been in the Club for a while, you have seen these changes in locations and know it is just part of the drill. Jilly's is the 6th location I have experienced since being in the Club but I guess we can be thankful that, for good or bad, we were at Jilly's for the length of time we were.

So, we will move our monthly meetings to The Thunderbird Grill located at the Thunderbird Suites. They have adequate parking, will provide a very nice quiet room for our meetings, and have individual checks. They are very happy to have us and are willing to do pretty much whatever we want; this is important! The March meeting will be our first use of the buffet for our food service. This should provide a much quicker way for all of us to get our food and al-

low us to have a meeting uninterrupted by servers, ordering, etc. We will experiment with various food scenarios until we hit a combination that best suits the majority of our members so please be patient and give us your opinions.

Oh, by the way, for those of you who may not have known, Connie had hip replacement surgery and is mending nicely. It may be a while before she is power-shifting the Corvette but she should be up and about very soon.

Well, start your engines and strap-in for some great events with the Scottsdale Corvette Club! Hope to see you there!



"Drive it like you stole it!"

Mike Cassel





Editor's Corner

This issue of the SCC Newsletter has turned into, from my perspec-

tive, a really exciting one. I hope you will enjoy it as much as I have enjoyed putting it together.

You know when you move to a new community, as Jim and I did three years ago when we moved to Wickenburg, you never know whether you will find new friends and interests or whether you will have to rely completely on your old friends for interesting conversation and things to do. As it turns out, we "lucked out" in finding some wonderful friends in Wickenburg who share our passion for all things automotive. Please notice that I said "all things automotive," not "all things Corvette related." Anyway, you will find some interesting contributions in this issue of the newsletter from one of these new friends who retired from General Motors. He not only has some beautiful cars himself (no Corvettes), but he has some wonderful information resources.

Please check out the press release on page 34 for information on the special limited edition 2008 "Big Block Corvette" as well as the website on page 44 where you can take a video tour of the Heritage Center at General Motors. The Heritage Center is a museum containing a collection of around 200 prototypes and rare models produced or considered for production by GM over the years, and it is not open to the public.



To follow up on the last issue of the newsletter, the 1963 Rondine Pininfarina Corvette sold at the Barrett Jackson Auction for \$1.6 million exclusive of commission and taxes. The wild looking 2007 Blastolene B-702 Custom Roadster (not pictured) sold for \$475,000.

Editor's Corner

We also included in this issue a press release received from Mid America Motorworks to institute a National Day of Recognition for Corvette on June 30th. If you would like to see this recognition of the Corvette come to fruition, I urge you to contact your U.S. legislators and ask them to support this resolution.

Thanks to Mark and Kathy Bales for being kind enough to tell us about themselves for the feature in this issue. Among Mark's many talents as a photographer and newsletter editor, we discovered that he is even more talented than we suspected when we saw his fabulous garage workshop diorama. Mark took the photo of the diorama on page 30, and while I think the photo is great (even though I had to reduce it to fit into the newsletter), the diorama is ever so much more spectacular in real life.

Then, as if he hadn't already contributed enough to this newsletter, Mark emailed me a whole bunch of pictures of old gas stations that he and John Runyon had discovered. So I have included a few of those in this newsletter and you can

Editor's Corner

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

look forward to seeing some more of these interesting glimpses of yesteryear in future issues. Thank you, Mark and John!

Please take note of Mark's exceptional other-worldly photo on the cover of the Big Earl's article (page 58).

Our Memory Lane feature in this issue is an exhaustive listing put together by Sandi Weschler of the many events we SCCers have enjoyed together since March of 2000 when Sandi and Chuck joined the Club. I have interspersed some photographs that I found to help you all refresh your memories on the fun times we have had together over the years.

Dorinne



CORVETTE TECHNICAL INFORMATION AND WEB SITES

By Jim Dobson

HINTS FOR WASHING YOUR CORVETTE

For those of you that have the desire to wash your own Corvette, I have run across an idea that will definitely make the job easier. I don't know about you, but the worst part for me is standing on my head washing and drying the lower part of the doors and rocker panels.

Some basic do's and don't's for washing your Vette. Washing your car is a lot easier if you have a good coat of polish on it.

- 1) Use a high quality car wash detergent. Many brands are good, but I have been using McGuire's Gold for several years. It is easier if you have soft water so as to avoid water spotting. I mix car wash detergent and warm soft water in a five-gallon bucket.
- 2) I first rinse the dust and loose dirt off of the finish.
- 3) Use a good wash mitt, either lambs wool or the new Micro Fiber mitts. Dip the mitt in the water and use plenty of clean water when washing the surface. I always start with the bugs so they can soak some while

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

washing other parts of the car. I always start at the top and wash down, but there is a school of thought that maintains you should start at the bottom and work up to the top.

- 4) Once you have completed washing the car, the method of rinsing is very important. Do not rinse the car with a hard spray. You should remove the nozzle from the hose and let the water sheet over the surface of the car. The water will sort of blanket and run off the surface, leaving only a few large drops that are easy to remove.

At the Barrett Jackson auction I had occasion to notice that the guys at European Detailing, the official detailer for the auction, were using leaf blowers to dry the cars. I had a conversation with Perry, the owner of European Detailing, after the auction about the products he uses and commented on the leaf blowers being used to dry the cars. He indicated that when he first started his business, he used to drive the cars to dry them before he did the detailing. But that came to a halt one day when the Phoenix Police followed him back to the shop and suggested that 80 MPH was not appropriate for Phoenix streets. He told me that the leaf blowers were more effective and precluded him or his employees from getting tickets.

I decided that it would be worth a try, and I ventured out to purchase one. I ended up at Lowe's where they had leaf blowers. I felt it was incredibly cheap at only \$29.95 so I made the big purchase. I bought a Toro model because it appeared to be more ample and was made better than similar

Corvette Technical Information

blowers at Home Depot. It is rated at 170 MPH which was the highest rated one I found for \$29.95. It came from China, but everything does these days.

I have had the blower for a couple of weeks, but now I have to go out and try it so I can assure you in this article that it works and is far better than standing on your head drying the lower part of your Vette.

After a trial run with my new leaf blower, I have concluded that, with a good coat of polish on your Vette, which



Corvette Technical Information

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

everybody has, the drying time is greatly reduced and drying the car is a lot less work. The time standing on your head washing your Vette will now be cut in half.



Interesting Web Sites

Corvette Action Center <http://www.corvetteactioncenter.com/>
Corvette site listing <http://www.netcorvettes.com/>
Corvette Forums <http://forums.corvetteforum.com/zeromain>
Detailing hints <http://autopia.org/>
Corvette Information <http://www.digitalcorvettes.com/>
Local Car shows and events <http://www.stillruns.com/index.php>
Corvette Museum <http://www.corvettemuseum.com/>
NCCC <http://www.corvettesnccc.org/>
NCCC Road Runner Region <http://www.ncccroadrunner.com/>
Van Chevrolet Corvette Inventory <http://www.vanchevrolet.com/index>
The Tire Rack Tire reviews and Pricing <http://www.tirerack.com/index.jsp>
Discount Tire Company <http://www.discounttire.com/dtcs/home.do>
Forrester Racing Engines <http://www.forresterracingengines.com/>

FEATURED MEMBERS
Mark and Kathy Bales



Featured Members - Mark & Kathy Bales

Mark and Kathy Bales have been active members of SCC since they joined the Club in 2001. In fact, they have been on the Board since May of 2002 when Mark became the newsletter editor. Having left the Board at the end of 2007 with the last year as Past President, it is my opinion that they have the longest tenure on the Board of anyone in the Club. As editor, I thought it appropriate that the newsletter feature this month should be about this couple who have both contributed so much to the Club.

When I told Mark that Jim and I wanted to get together with him and Kathy to do an interview, I told him it could be on any terms he wanted. It turns out that my work was pretty easy on this interview, because Mark had already outlined the entire article for me, well in advance of our visit. I hope you enjoy this feature as much as I have enjoyed putting it together, with the extremely able assistance of our former editor.

BACKGROUND

How We Got Here. Kathy and I both worked for a large corporation, headquartered in Chicago. In 1999 the company was going through some changes and we were both unhappy in our jobs. We decided to drop out of the corporate world and move to Arizona. We planned to build a house, and when it was completed, resign. That house was never built, and opportunity came along when a bigger company bought our employer... But that's a different story!

In any event, we found another house and moved to Arizona in November of 2000. Before we moved, fellow workers asked what I planned to do in Arizona. My re-

Featured Members - Mark & Kathy Bales

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

sponse was, "Commune with desert nature and search for my creative inner self." Sounded better than, "I'm going to become a slacker!"

Fall 2000. Still in Chicago, found the SCC on the Internet. We owned a 1997 coupe and thought club membership would be a way to meet people. I emailed then president, Jim Dobson, who quickly responded and invited us to attend a dinner meeting.

January 2001. Attended first SCC Meeting.

Spring 2001. First attempt to attend an SCC outing. We sat in a Chandler mall parking lot for an hour. No one showed up. The meeting location had changed and, as I recall, Terry had our email address wrong, so we didn't receive the message!

May 2001. Attended first SCC event, the Route 66 Fun Run. Kathy was sick, so my Dad went along.

May 2002. My first issue of the newsletter as editor. I had done a few fun things around some events and Jim noticed my interest in the computer and photography. The previous editor, Scott McPherson, had been doing it a long time and wanted to pass it on. So, Jim asked if I would take over. I said yes, but I was really nervous! Scott had done an outstanding job.

November 2004. Elected president for 2005.

July 2005. First digital newsletter. Our newsletters were hard copies, using Microsoft Publisher, and printed at Kinko's. Jim Dobson had a relationship with the manager who was a Corvette guy. He gave us a huge discount! However, that all ended when FedEx bought Kinko's. It didn't take long for the FedEx auditors to catch our little deal. Our publication costs went from \$150 to \$750 per issue! We knew we didn't have that kind of money, plus decided digital might be a better alternative. Members Scott McPherson and Debbie Usery discovered software used by a Fiat club in Florida. We checked it out, and ended up with the current DNL Desktop Author. The cost of the software was equal to one issue of the previous newsletter. It also allows the newsletter to be as big as it needs to be with no additional cost.

November 2005. Re-elected president for 2006.

July 2006. Last newsletter as editor. Four years and 25 issues. I really enjoyed doing the newsletter. It was/is a lot of work. It comes out six times a year, but there is probably a full 40+ hour work week involved in each issue. It was fun, but it was time for a change. We needed fresh ideas and a fresh perspective. We found that in Dorinne Dobson. I look forward to each issue.

January 2007. Moved to "past president" board position.



December 2007. Exited the board, as dictated by SCC by-laws. After five plus years on the board, ready to sit back and let new blood chart the Club's course. Kathy and I will miss the board meetings. We won't miss the work, but will miss the socializing. More members should consider board membership. The work isn't killer, it's a way to insure the Club's continued success, and it's fun!

BIGGEST CHALLENGE AS PRESIDENT

Long before me, the Club's founding fathers had made a decision that the SCC would not be a "points chasing" Corvette Club. In other words, the emphasis would not be on collecting points for winning track events, entering every car show, etc. In car club lingo, we are more of a "drive and dine" club. I still think our Club mission statement is accurate. The second sentence stresses an interactive social environment.

The challenge is keeping a balance. The Club is still comprised of Corvette enthusiasts and "gearheads." The Club has also always focused on including spouses/significant others who may not share the same passion for the Corvette. It has always been important to include them in Club activities. On the other hand, the Corvette is what brings us together, and it is a car club. So, the challenge is to provide fun for all, but don't forget the gearheads!

Current president, and long time board member, Mike Cassel, summed it up best for me. Before I ran for president, Mike told me he wanted to be in a Corvette club that socialized and not a social club where everyone happened to own Corvettes. I think the Club has always been successful in achieving that goal, and continues to be.

FAVORITE CLUB MEMORIES

There really isn't a short response to this. We've enjoyed just about everything the Club has done. If we had to pick a handful, it would include the two Coronado Trail trips, Durango, San Diego. Maybe there is a short answer. Kathy and I have met so many great people, made so many friends, and enjoy the camaraderie the Club provides.

As John Runyon said, we didn't know anyone when we moved to Arizona. The Club changed that. Many of our best friends are couples we met through membership. Also repeating John, Club membership has also led us to other interests and activities. If it weren't for the Club, I wouldn't have discovered my latest interest, Harleys! So many members ride, we've joked that the Club could be renamed Scottsdale Corvette and Motorcycle Club!

I also have to compliment all of the people I've worked with on the board of directors. A great bunch of hard working people, and a lot of fun.



MISCELLANEOUS STUFF

Corvettes Owned: 1997 Arctic White Coupe, 2002 Light Pewter Metallic Convertible, 2006 Velocity Yellow Convertible.

First Corvette Driven: My uncle's 1965 C2 Roadster. Fell in love with the Corvette in the early 60's. I flipped over the 1963 Sting Ray split-window coupe, but lost interest in the Corvette in the mid 70's. Federally mandated regulations had reduced horsepower. My Corvette interest picked up again with the introduction of the C4. GM seemed to be moving the Corvette in the right direction. My interest really grew with the introduction of the C5. By the end of the C4 run, GM had developed a sports car that could compete with the Europeans and Japanese. With the introduction of the C5, they not only upped the ante, but improved rigidity and comfort. No more squeaky Corvette (Well... Almost!)

We made the plunge when we found a used 97 Coupe. That was November of 1998. I will never forget our test drive. On a stretch of Indiana country road, I decided to test the performance. Wow!! The acceleration was like nothing I had ever experienced! I hadn't driven a high horsepower car since my cousin's 1966 GTO. At the first stop sign, Kathy and I looked at each other with jaws drop-

ped. I believe the first words out of my mouth were, "Holy crap!" Needless to say we returned to the dealership and negotiated a deal.

First Car Owned: 1959 Triumph TR3. The Bales clan has had a love affair with British sports cars, and cars in general.



Editor's Note: This is not Mark's car but it is a picture of a 1959 Triumph TR3.

Along with my TR3, Dad owned a 1964 TR4 1.6, and my sister owned a 1978 MGB. Dad also owned a 1966 Lincoln Continental 4-door convertible with the rear "suicide" doors, a 1955 Lincoln Mark II and a 1989 Miata. The '55 Lincoln Mark II was an interesting car. In 1955 the MSRP was \$10,000, but it cost Ford \$20,000 to build each one. Go figure! By the way, my dad purchased the car in the 70's for much less.

My interest in cars comes from my Dad. When I was very young, driving anywhere, Dad would point out the latest

models introduced that year. His first new car was a 1954 Buick. Driving it back from the dealer, he hit 110 mph. He didn't tell me that story until later in our lives. I guess he didn't want me to do something stupid when I was young and impressionable.

One of my favorite cars that I've owned was a 1966 Chrysler Town and Country station wagon. That sucker was HUGE! 440 c.i. V8. City mileage was around 8 mpg! But that car was cool for a college student. Leather bucket seats (in a station wagon!), and power everything! I was in a band, so it was perfect for hauling the band members and pulling a trailer full of equipment. I had a lot of fun in that monster.

We all know Mark takes meticulous care of his cars. He proudly showed us his new gear shift knob. It's a round retro-looking ball with yellow print to match his Velocity Yellow Vette. Note his floor mats also have yellow lettering.



Click on the picture to see a larger view of the shift knob.

Needless to say, Mark has a pretty interesting garage. Here are a couple of photos of some of the stuff he has on the walls inside the garage.





In his spare time, Mark likes to create dioramas like this one. He purchased a lot of the components and made some of them to build the diorama. He laid the wood floor and stained it, then smudged it to make it look dirty and greasy. There are a million small details in this room, such as a shop manual on the counter and miniscule wrenches and tools.

Featured Members - Mark & Kathy Bales

And now about Kathy!

She is currently sharing the lead Vette Vixens role with Jane Runyon, so you gals can look forward to many great dinners this year.

Kathy played a big role in decorating the Scottsdale Corvette Club apartment at the Ronald McDonald House a few years ago.

Back in the day, when SCC had an annual car show at Van Chevrolet, Kathy found a low cost supplier for our sharp looking car trophies for our last two car shows.

Board members' spouses/significant others are important to board meetings. All input is appreciated. Kathy was a big help to Mark during his term as president. She has pitched in with others to help with many Club activities, such as the catering for the first Club meeting at Van Chevrolet and the holiday parties. She and Mark hosted a luau for the Club at their home a couple of years ago.

Kathy is a hobbyist extraordinaire! She loves sewing including quilting and clothing construction (not to mention, knitting, embroidery, and other crafts), and has become quite proficient and creative. She owns no less than six - yes, that's SIX! - sewing machines, each with a specialized purpose. One room in the house is dedicated to her crafts and sewing, and she has ordered and should be receiving soon new wood furniture, specially designed

Featured Members - Mark & Kathy Bales

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

to fit in her room to accommodate all her equipment. She spent a lot of time on space planning, and is excited about getting the furniture, as it will be beautiful as well as functional.

She has also taken an interest in gardening. Mark said, "When we first met, I asked her if she would help me weed around a house I owned in Illinois. Being a city girl, she asked, 'Which ones are the weeds?' She has come a long way since then!" She has made all kinds of garden accessories, such as a garden bench, which she built with bricks and mortar and a flagstone top. She plants cactus and trees and flowers, and has offered "baby agaves" to several Club members.

Kathy has taken up other crafts as well. When she saw some copper light switch covers, she wanted them but thought they were too expensive. So she bought a roll of copper for a few dollars, cut out the switch plates, embossed them with a squiggly design and wet them to bring out the patina. Each one is a little different, and they make a handsome accent in her home.

I hope you have enjoyed this visit with Mark and Kathy as much as I have enjoyed the telling of it. We all wish them the best in their newfound leisure, though I'm sure we'll see them pitching in on Club events, as they always have.

The following press release was distributed for publication by General Motors on February 14, 2008:

CHEVROLET'S SPECIAL '427 LIMITED EDITION Z06' SALUTES CLASSIC 427 CORVETTES

DETROIT - Chevrolet announced the 2008 Corvette 427 Limited Edition Z06, a limited-production model that pays homage to the big-block Stingray models of the mid-1960s. The 427 designation refers to the cubic-inch displacement for the highest-performance engines offered between 1966 and '69 - and is also the cubic-inch equivalent of the Z06's 7.0L LS7 small-block V-8.

The 427 Limited Edition Z06 features a Crystal Red Tintcoat exterior, the first Z06 ever offered with a red metallic tintcoat paint. It also features graphics on the hood and fascia that evoke the style of the famed "stinger" hood design and graphics that were offered with 1967 models equipped with the 427 engine. Also unique to this model are "427" hood badges. Each example is numbered and signed by Wil Cooksey, the Corvette assembly plant manager who is retiring after 15 years on the job, and comes with a certificate of authenticity.

"The heritage of the 427 designation with the Corvette is legendary," said Harlan Charles, Corvette product manager. "Recognizing the tie-in of the original 427 engine and the LS7's 427-inch displacement has been on the Corvette team's mind since the Z06 was introduced, and we're thrilled to express it in this special model."

Available under order code Z44, this special Z06 enters production this spring. Only 427 will be offered in the United States and Canada, with 78 more exported outside North America. That's a total of 505 production vehicles - the same number of horsepower produced by the LS7 engine.

The special-edition Corvette carries a MSRP of \$84,195 and includes the 3LZ premium equipment package with a custom, leather-wrapped interior. A navigation system is the only option (\$1,750). As with other Corvette models, customer delivery is available at the Corvette Museum, in Bowling Green, Ky.

A breakdown of the 427 Limited Edition Z06's unique content includes:

- Crystal Red Tintcoat exterior paint with stinger-style graphics and 427 hood badges
- Exclusive, new chrome wheels
- Body-color rear spoiler and door handles
- Exclusive dark titanium custom leather-wrapped interior
- Special Crystal Red interior trim plate graphic pattern
- Console armrest signed and numbered by Wil Cooksey
- "427"-embroidered seats and floor mats
- "Z06" sill plates

The 427 Limited Edition Z06 joins the Indy 500 Pace Car replica - available in coupe and convertible configurations - as the second limited-production Corvette model intro-



duced for 2008, giving enthusiasts and collectors a wealth of choices. In January, Chevrolet also announced the 2009 Corvette ZR1, which enters production later this summer.

"There's never been a better time to be a Corvette enthusiast," said Charles. "The performance and refinement are exemplary and special editions, like the 427 model, enrich the heritage of America's sports car."

Corvette Z06 details

The Corvette Z06 that is the foundation for the 427 Limited Edition offers carefully executed levels of capability and technology, making it one of the best performance values on the market.





The Z06's LS7 7.0L engine reintroduced the 427-cubic-inch engine to the Corvette lineup. It uses racing-derived lightweight technology, including titanium connecting rods and intake valves, to help boost horsepower and rpm capability - it is rated at 505 horsepower (377 kW).* The only transmission offered with the Z06 is a six-speed manual.

In the car's 3,162-pound (1,437 kg) package, the LS7 engine helps deliver 0-60 mph performance of 3.7 seconds in first gear, quarter-mile times of 11.7 seconds at 125 mph and a top speed of 198 mph (as recorded on Germany's Autobahn) - the Z06 also circuted Germany's famed Nürburgring racetrack in a time of 7:43.

The Z06 has a unique aluminum body structure for optimum stiffness and light weight for the fixed-roof body style. Perimeter rails are one-piece hydroformed aluminum members featuring cast suspension nodes,

which replace many welded steel components on other Corvette models. Advanced structural composites featuring carbon fiber are bonded to the aluminum structure. Wider front wheelhouses, for example, are carbon composites and the passenger compartment floors combine carbon-fiber skins with an ultra-lightweight balsa wood core.

A firm, race-proven suspension works harmoniously with large 18 x 9.5-inch cast-spun aluminum wheels and 275/35ZR18 tires in the front, and 19 x 12-inch cast-spun aluminum wheels with 325/30ZR19 tires in the rear to achieve lateral acceleration of more than 1 g. Complementing the suspension system and large rolling stock is an equally capable four-wheel disc brake system, consisting of 14-inch (355 mm) vented and cross-drilled front rotors and 13.4-inch (340 mm) vented and cross-drilled rear rotors.

The front rotors are acted upon by large, red-painted six-piston calipers that use six individual brake pads. Individual brake pads are used because they deliver more equalized wear compared to what would otherwise be a pair of very long single-piece pads. For the rear brakes, four-piston calipers with four individual brake pads are used. A Delphi four-channel ABS system is standard, as is a very competent active handling system - complete with a Competitive Driving mode.

History of the Corvette and the 427 engine

The Chevrolet Mark IV V-8 debuted in the Corvette in 1965 and was dubbed the big-block, because it was phy-

2008 Big Block Z06

sically larger in all respects than Chevy's other V-8 engine, which became known as the small-block. In '65, the big-block was offered in a 396-cubic-inch displacement, with a maximum rating of 425 gross horsepower (317 kW). In 1966, the big-block received larger cylinder bores and grew to its legendary 427-cubic-inch form. It came in two power levels: 390 hp (291 kW) and 425 hp.

By 1967, the Corvette's 427 engine was a legend in its own time and was offered with a unique induction system that featured an inline trio of two-barrel carburetors. Known as the "L71" (its order code), it was characterized by a large, chrome triangular air cleaner assembly. It was rated at 435 gross horsepower (324 kW). The '67 big-block Corvettes were easily distinguished from their small-block brethren by a raised "stinger" hood.

A handful of Corvettes with the "L88"-code 427 engine slipped out of the factory in 1967, each rated at 430 horsepower (321 kW), but the L88 would be more closely associated with the redesigned 1968 and '69 models. The L88 breathed through a single four-barrel carburetor rather than the L71's three two-barrels. The triple-carburetor induction system was still available, however, as the Corvette was offered with both the L88 and L71 versions of the 427.

No less than six versions of the engine were offered in 1969, the final year for the 427. They included the L88, the L71 and a very rare ZL1 427 that was built with a light-

2008 Big Block Z06

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

weight aluminum cylinder block. Only two regular-production Corvettes were built with the ZL1 engine, putting them on the short list of the most collectible Corvettes in history.

The big-block increased in size to 454 cubic inches in 1970, and the original big-block engine family exited the Corvette lineup after the 1974 model year. The 2008 Corvette Z06's LS7 engine offers big-block displacement and horsepower, but in a more efficient small-block architecture.

*SAE certified.



General Motors Heritage Center

Here's an interesting website for all you car guys! The Heritage Center at GM is a car lovers' delight and one that is not open to the general public. This video tour through the Heritage Center will probably be your only opportunity to see this fabulous collection of automobiles. Enjoy!

http://wiki.gmnext.com/wiki/index.php/Tour_of_General_Motors_Heritage_Center



There's big money involved!

With no winner at the February meeting, the members' drawing will be \$100 at the March meeting! Be there! Or you may miss out on the cash!

Who said it doesn't pay to attend SCC meetings?



What a gorgeous view of the Kitt Peak Observatory near Tucson! Saturday, April 19th, is the date Everyone mark your calendar to take this 300-mile round-trip drive to Kitt Peak to tour the observatory, with a lunch stop after at El Chorro Restaurant in Tucson.

DON'T FORGET!

The Grand Canyon Skywalk/Peach Springs Trip is coming up on May 16-18 - that's Friday, Saturday and Sunday. Be sure to sign up early for this exciting view of the Grand Canyon - one that none of us has seen before.



MYSTERY TOUR 2008

By Dick Gutherless
Photos by Mark Bales

Saturday, January 19th was a cool, but sunny, early morning. That couldn't keep 10 avid Corvettes from assembling at Shea and 101 for another famous Mystery Tour.



When we arrived everyone was buying Poker Cards from Mark and Kathy Bales for the Poker Run portion of the tour. Everyone was ready, except we were missing our tour leader, Walter. Seems he had forgotten his wallet and had to do a U-Turn home to retrieve it! He arrived back in time for a short drivers meeting, then it was off East on Shea to Fountain Hills.

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



We then turned North on the Beeline through the construction to the Sahuaro Lake exit where we turned toward the lake.



We stopped at the parking area for tubers on the Salt River to admire the rock formations and draw our second card for the Poker hand.



Mystery Tour 2008



Leaving the parking lot was the next Walter U-Turn when we overshot the exit into another section of the parking lot! Then it was off down the river to Usery Pass road where we headed over the hill and down Mc Dowell to 202 westbound. This stumped a lot of people who had guessed we were going to Tortilla Flats.



Mystery Tour 2008

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

Next stop was the Desert Botanical Gardens to draw poker card 3.



Mystery Tour 2008



Then off again on a wild route through the airport that ended at The Farm at South Mountain where we drew the final 2 cards and then ordered lunch.



Mystery Tour 2008

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



Mystery Tour 2008

We all sat around on the picnic tables munching our sandwiches and kibitzing.



Mystery Tour 2008

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



The parting shot was Mark announcing the winners of the Poker Run. Low hand, worth \$42, went to Kay Schaffroth. High hand, a flush worth \$43 went to Kris Leiva.



Newsletter!! They are:

We all thanked Walter for another interesting Mystery Tour and then split to head home.

Dick and Linda Gutherless



Here's an interesting shot from John Parker of our illustrious Club photographer, Mark Bales, taking a picture..... Thanks, John!

Thank You, Thank You,

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

Mark and Kathy Bales

Carol Spanel Brandwein

Mike Cassel

Jim Dobson

Dick and Linda Gutherless

John Parker

John Runyon

Sandi Weschler



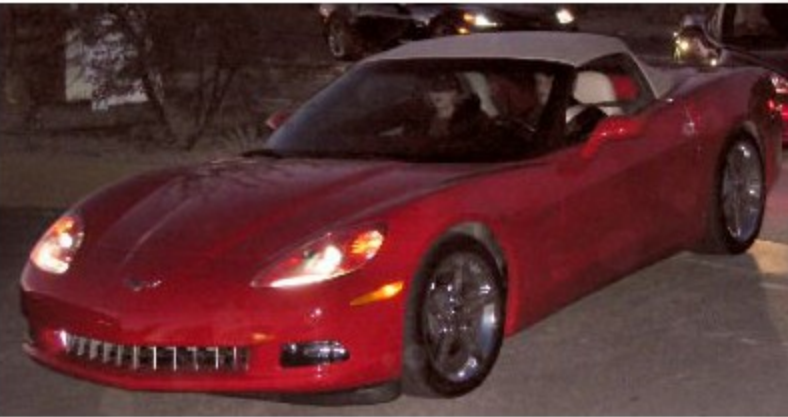


DRIVIN' IN TO BIG EARL'S GREASY EATS DINER

Story by Carol Brandwein
Photography by Mark Bales

Drivin' In to Big Earl's

Several members of the SCC gang gathered at the Safeway parking lot located on Scottsdale Road and Pinnacle Peak as the sun was setting beautifully in the western sky. We formed our caravan and headed up Scottsdale Road aiming for the town of Cave Creek and Big Earl's Drive In burger joint.



Drivin' In to Big Earl's

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



We all wanted some fun, juicy hamburgers, and the hope in our hearts that we could smoke the Sun Country Corvette Club that did this same gig last September by showing them up, arriving in considerable numbers beating out their record of 35 cars. But, alas, it was not to be because it was January and a very, very chilly night. We did not beat their numbers registered in September.



Drivin' In to Big Earl's

Still a tough bunch of SCC members did show up, ordered our juicy burgers and braved the chilly evening by sitting outside Big Earl's and gulped our burgers before they were rendered cold. We are a tenacious group, I must say, and maybe spoiled just a tad by our normally warm winters.



Drivin' In to Big Earl's



Drivin' In to Big Earl's



Drivin' In to Big Earl's

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



That Kay! You just never know where you'll see her next!

Holiday Party

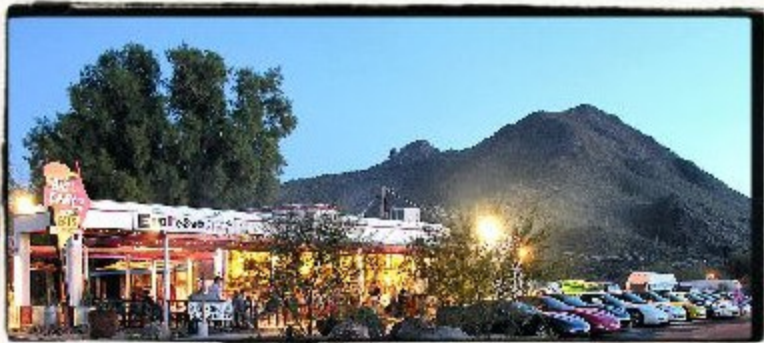
There was an outdoor fire pit at Big Earl's, but it seemed to belong to the local Cave Creekers' who were already gathered around it before we arrived, and were loath to give it up. So, we made the best of the event by gathering in small groups chatting and chattering until it was time to hit the road for home and warmth.



Maybe we should try this event again in September like the Sun Country CC did, and then we'll see who smokes who!!!

Carol Spanel Brandwein

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



MEMBERS' INFORMATION CHANGES

Please change your rosters to correct John and Norma Parker's address. It should read 4922 EAST Surrey. Thank you.



The following press release was sent to me as the editor of the newsletter by MidAmerica Motorworks.

For immediate release:

Push for June 30 To Be Declared National Day of Recognition for Corvette

Mid America Motorworks Behind Grassroots Movement To Celebrate The Birthday of America's Sports Car

EFFINGHAM, IL - Long a supporter of the Corvette hobby and creator of "Drive Your Corvette To Work Day", Mid America Motorworks has petitioned the United States Congress to declare June 30th a National Day of Recognition for Corvette - America's First Sports Car. The Corvette first rolled off a Flint, Michigan assembly line on June 30, 1953.

The petition is being presented by United States Congressman John Shimkus (R-Illinois). All Corvette enthusiasts are urged to contact their U.S. Congressional Representatives to pass this resolution.

"As the longest running, most widely respected production sports car in United States history, the Chevrolet Corvette is more than a material possession. It is truly a symbol of American pride. For this reason Mid America Motorworks is launching a grassroots movement to honor America's True Sports Car with a National Day of Recognition." said Mike

70 <<

Yager, Chief Cheerleader and founder of Mid America Motorworks, the world's leading supplier of Corvette parts and accessories



1953

Mid America Motorworks has a history of creating national movements to honor the Corvette. In June of 2001, Mid America Motorworks created *Drive Your Corvette To Work Day* as an annual event to celebrate Corvette's Birthday on the Friday closest to June 30. On Friday, June 27th 2008, thousands of Corvette lovers will drive their Corvette to work to participate in the 8th annual event.

In September of 2001, Mid America Motorworks orchestrated a massive grassroots movement, called the Corvette Stampede, to petition the United States Post Office to create a Corvette Stamp. The stamp was to honor the 50th



1964

>> 71

National Day of Recognition for Corvette

Anniversary of Corvette. Finally released in 2005, the USPS debuted the stamp at Mid America Motorworks Corvette Funfest.

This year, as GM celebrates its 100th anniversary in 2008, a National Day of Recognition is a fitting tribute to Corvette - GM's greatest contribution to the automotive industry.



1977

Every Corvette owner is encouraged to petition his or her congressional representative to pass the resolution declaring June 30th as a National Day of Recognition for Corvette. For more information go to www.mamotorworks.com/corvette or call 800-500-1500.



1996

National Day of Recognition for Corvette

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



2004



2006

Editor's Note: MidAmerica is asking all Corvette club members to support this initiative by contacting their U.S. Congressional Representatives to pass this resolution.

For more information contact:

Mark Merkel

217-540-4252

mark.merkel@mamotorworks.com

Gas Stations Of Yesteryear

Thanks to Mark Bales and John Runyon for the idea that some photos of old gas stations would make interesting viewing for Club members in the newsletter and for sharing the photographs with us.

Old American Gas Stations from all around the country

Some are abandoned, some are restored
and many are still in use.



[Contents](#)

[Close](#)

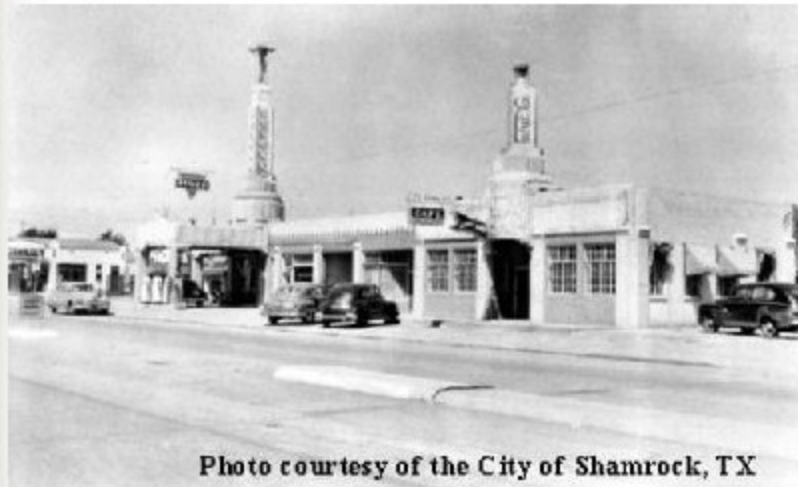


Photo courtesy of the City of Shamrock, TX

Above is a famous Route 66 gas station in Shamrock, Texas, circa 1940. Below is the same station after being restored. However, it is no longer an operating gas station.





CAR SHOW AT THE PROMENADE SHOPPING CENTER

Photos by Mark Bales

On a cloudy Saturday morning in February Jim took the Vette out with some misgivings, after having cleaned on it all week - a highly unusual situation at our house - he even had the wheels off so it was REALLY clean! Driving to Scottsdale from

Wickenburg was going to be distressing if the roads were wet and there were puddles to go through. But as it turned out, the roads were fairly dry and Jim and the Vette arrived in decent condition at the Promenade Shopping Center for the Scottsdale Corvette Club's car show "face off" with the Jaguar Club.

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

We're happy to say SCC had a very nice turn out. The Jaguar Club did not fare so well, as you can see from the picture below.



[Click on the Picture for a Bigger View](#)

Promenade Car Show



The beautiful 1964 roadster pictured below and at right parked with the Club at the car show. The owner bought the car new, and it has been fully restored with over 100,000 miles on it. The only thing he added was vintage air conditioning.



Promenade Car Show

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



Promenade Car Show



The Audi R8 pictured above and on the next page was also parked with the Corvettes. The rumor was that he wanted to park with the Vettes and not the Jags.

Promenade Car Show

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



It turned out to be a great day for a car show - cloudy and not too hot. Having spent the day outside in the open air, the guys were all ready to head to Cantina Laredo for refreshments. Following are pictures of the guys who showed the cars all day, and then some photos of the fun we had at Cantina Laredo after the car show.

Promenade Car Show



Promenade Car Show

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



Promenade Car Show



Promenade Car Show

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



Promenade Car Show



Promenade Car Show

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



Promenade Car Show



Promenade Car Show

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





Lloyd's Vette but No Lloyd

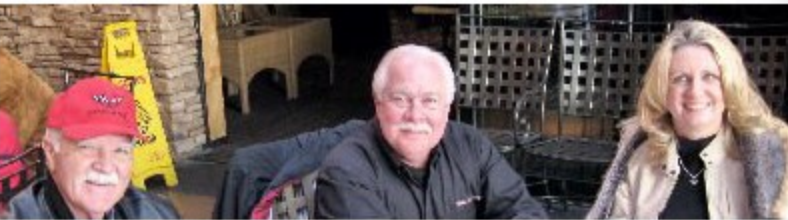


John's Vette but No John

And on to Cantina Laredo for refreshments after the car show - here we all are, enjoying ourselves!



Promenade Car Show



Promenade Car Show

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





Well, I think we'd have to say the car show was a success. We made a good showing for our sponsor, Van Chevrolet, who was instrumental in setting up the car show in the same manner as the show SCC participated in two years ago at the Promenade Shopping Center.

And thanks to the management of the Promenade Shopping Center for the prize money awarded to SCC for putting on the show and to the generosity of the Club, we all had a great time at Cantina Laredo after the show.

Dorinne

A LITTLE SOMETHING FOR **The Car Guys**

(SORRY, GALS! THIS REPLACES THE
BOOK REVIEW FOR THIS ISSUE!)

ACCELERATION PUT INTO PERSPECTIVE

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

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

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

Acceleration Put into Perspective

- * With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- * At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.
- * Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- * Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- * Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- * If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- * Dragsters reach over 300 MPH before you have completed reading this sentence.

Acceleration Put into Perspective

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



- * In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.
- * Top Fuel engines turn approximately 540 revolutions from light to light!
- * Including the burnout, the engine must only survive 900 revolutions under load.
- * The redline is actually quite high at 9500 RPM.
- * THE BOTTOM LINE: Assuming all the equipment is paid off, the crew worked for free, & for once, NOTHING BLOWS UP, each run costs an estimated \$1,000 per second.

Acceleration Put into Perspective

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

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

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

Putting this all into perspective:

You are driving the average \$140,000 Lingenfelter twin-turbo powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged & ready to launch down a quarter-mile strip as you pass. You have the advantage of a 200 mph flying start. You run the 'Vette hard up through the gears and blast across the starting line & pass the dragster at an honest 200 MPH. The 'tree' goes green for both of you at that moment. The dragster launches & starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums & within 3 seconds the dragster catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him.

Think about it - from a standing start, the dragster had spotted you 200 MPH & not only caught, but nearly

Acceleration Put into Perspective

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



blasted you off the road when he passed you within a mere 1320 foot long race!

That is acceleration!

(Editor's Note: This article is another contribution from our Wickenburg friend. I hope you found it interesting. I am hopeful he will continue to feed me items that will be of interest to our membership. The pictures above and on the preceding page were not part of the article - just my editorial effort to visualize the concept of "acceleration.")

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

March 15

Julio G's Corvettes on the Green
Corvette Club of Arizona
People's Choice Car Show, 8:00 a.m.
Julio G's Restaurant, 7633 E. Indian School Rd.
Contact: Jim Gray, 480-812-0413

March 29

Type II Rally
Sonoran Desert Corvettes
SW Corner Rita Rd. at Houghton Rd., Tucson, AZ
Contact: Sharon McCaul, Event Chair 520-531-8825

April 13

Type II and Type III Rallies
Verde Valley Vettes
Fry's Shopping Center, Cottonwood, AZ
Contact: Bob & Robin Wesighan 928-649-1842



MEMORY LANE

REMEMBER WHEN -

By Sandi Weschler

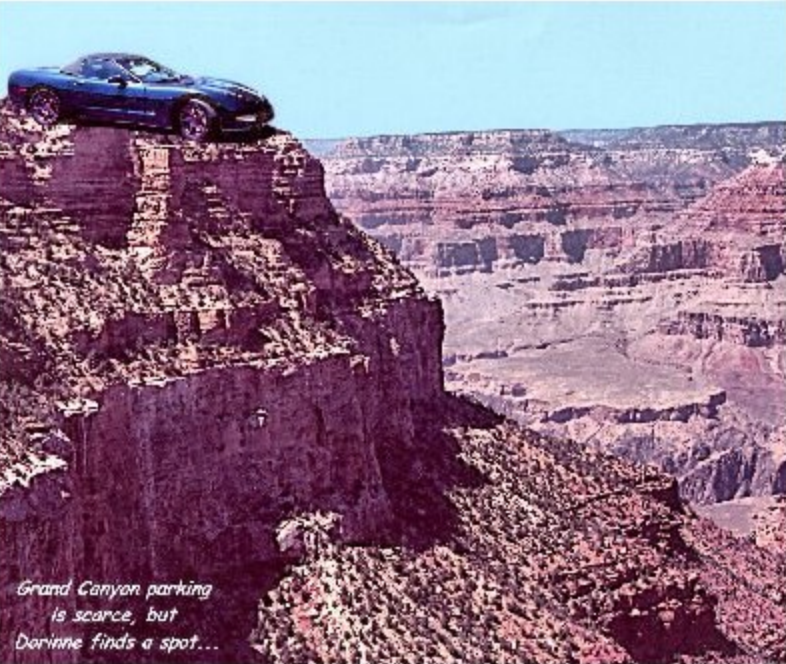
What trips and events have SCC members participated in since March 2000 (when we joined)? I think this list covers most of them. **Do you remember?????**

Albuquerque/Santa Fe
Arcosanti/Cosanti
Arizona Wine Country
Biosphere Trip
Bisbee Trip
Camelback Brunch & Taliesin West Tour
Canyon de Chelly
Canyon Lake
Casa Grande Ruins
Charity Event at Devereux
Colossal Cavern in Tucson
Coronado Trail - 2 or 3 times



Memory Lane

Death Valley Tour - 3 days
Durango Trip
Flagstaff via the Back roads
Flagstaff overnight with visits to Walnut Canyon and
Sunset Crater
Grand Canyon Trip



*Grand Canyon parking
is scarce, but
Dorinne finds a spot...*

Grand Canyon/Sedona
Granite Creek Winery Trip
Hidden in the Hills Art Tour followed by Runyon House
Party
Home Parties - Fondue, Potluck, Chili, BBQ, Oktoberfest
Home Wine Tasting Parties

Memory Lane

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

It's a Mad, Mad, Mad, Mad Rally throughout the east
valley (A.K.A. - Gimmick Rally)
Kartchner Caverns - 2 times
Kitt Peak National Observatory
Lake Havasu
Lunch at the Enchantment Resort
Mission San Xavier del Bac
Mount Lemmon
Mystery Trip - Many and always interesting
North Rim/Zion National Park
Payson Rally and buffet at Kohl's Ranch
Payson road trip
Prescott & Jerome
Queen Creek Olive Oil Mill
Road trip to Bagdad, Arizona



Memory Lane

Route 66 (Seligman, Kingman, Oatman, Parker)
Route 66 Overnight Tour
Sabino Canyon Adventure
San Diego Trip - 3 days



Memory Lane

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

Santa Barbara, CA
Sedona Pink Jeep Tour
Sonoran Desert Museum in Tucson



Standing on the Corner Festival & Car Show
Strawberry with a visit to Tonto National Monument
Temecula Wine & Balloon Festival
Temecula/San Diego
The Farm & Mystery Castle
The Follies in Palm Springs
Tombstone/Bisbee
Tortilla Flats and Bryce Thompson Arboretum
Tortilla Flats Poker Run
Tubac Nogales/Winery Overnight Trip
Tumacocori & Tubac
Verde Canyon Trip

Memory Lane

Vulture Mine & Joshua Forest
Wildlife Viewing & Star Gazing
Wine Tasting at Sportsman Wine & Spirits

And don't forget our:

Holiday Parties
Car Shows at Van's
Toy Runs to Van's and Parties After
Ethnic Epicurean Dinners
Progressive Dinners



These events are always fun, interesting and a great learning experience. It's a great way to really get to know fellow club members. Speaking for ourselves, if not for these trips I know we would not have traveled to many of these places. Review this year's trips and plan to go on as many as you can...you won't be sorry.

Sandi Weschler

[Contents](#)

[Close](#)

Vette Vixens News

***NO VETTE VIXENS DINNER IN
MARCH DUE TO THE DATE
CONFLICT WITH THE TRIP TO DEATH VALLEY!***

***LOOK FOR NEWS ON THE APRIL
DINNER AROUND THE FIRST OF APRIL!***



NO BOOK REVIEW IN THIS ISSUE!

**BE SURE TO LOOK FOR IT
IN THE NEXT ISSUE!**

 **AN AMERICAN R=VOLUTION**



*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!*