



NEWSLETTER
May-June 2015



Mike & Carol Lipsky's 2015 Shark Grey Coupe



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Larry & Charlene Capek's
2015 Crystal Red Z51 3LT Coupe



May-June 2015 A Newsletter for Corvette Enthusiasts 131 Members

www.scottsdalecorvetteclub.com

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In this issue...

New Cruisers, Berkowitzes' House Party, Members with New Vettes, Route 66 Trip, the Harders' Special Tours, Phil D'Alessandro's Experiences with NCRS & Ron Fellows Driving School, Dennis Brink's Visit to NCM, and Much More...

Meetings:
SCC meets the 2nd Wednesday of each month at 6:00 PM for a dinner meeting.

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



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Van Chevrolet
8585 E. Frank Lloyd Wright Blvd.
Scottsdale, AZ 85260
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Scottsdale Corvette Club Mission Statement

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

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

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

Secretary

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

Governor

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

SCC Birthdays!



May

Linda McClelland - May 15
Mike Lipsky - May 18
Brenda Brandt - May 21
Sandy Dembach - May 21
Wayne Naylor - May 23
Dick Kulczycki - May 25
Michele Juessen - May 30
Maria Patterson - May 30
Ken Berry - May 31
Jerry Dembach - May 31

June

Kathy Ronquist - June 1
Sal Ricotta - June 10
Doug Chaikin - June 13
Sue Kulczycki - June 13
Frank Perno - June 13
Steve Rabin - June 14
Joel Patterson - June 16
Charlotte Hall-Caplan - June 23
Cheri Benner - June 27
Laura Becker - June 28
Norma Parker - June 30



Coming Events!

May 13 - Club Dinner Meeting
May 15-17 - Trip on Coronado Trail - South to North
May 20 - Vette Vixens Dinner/Men's Poker Night
May 27 - Board Meeting

June 10 - Club Dinner Meeting
June 13-14 - Trip to Sunset Crater and Flagstaff
June 17 - Vette Vixen Dinner/Men's Poker Night
June 24 - Board Meeting
June 27 - Special Ethnic Dinner

July - NO ACTIVITIES!

Aug. 6-10 - Trip to Monument Valley & Moab, UT
Aug. 12 - Club Dinner Meeting
Aug. 19 - Vette Vixen Dinner/Men's Poker Night
Aug. 26 - Board Meeting

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



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New Cruisers

And the membership just keeps growing! With this issue we welcome TWELVE (12) new members! We are indeed breaking all Club records! Please make a point to say hello and welcome to:

*Al and Norma Banen and
their 2014 Z-51 Black Convertible*

*Jeff and Laura Becker
and their 2015 Shark Grey Stingray 2LT*

*Ken and Vada Brown (former SCC members - they missed
us and rejoined the Club) and their 2012 White Grand
Sport and 2003 50th Anniversary Red Convertible*

*John and Linda McClelland
and their 2013 Midnight Blue Grand Sport*

*Frank and Pam Perno
and their 2015 Crystal Red 2LT Coupe
(just delivered in March!)*

*Sal and Kandy Ricotta
and their 2015 Sunrise Orange Coupe
(of which they haven't yet taken delivery!)*

WELCOME TO SCOTTSDALE CORVETTE CLUB!



Sal and Kandy Ricotta

Here's what Kandy Ricotta said when I asked for a photo of their Corvette: "Hi, funny you should ask for a photo of our Vette. We don't have one yet, as it was just "born" on April 14th! We are hoping to get it in early May, but there are no guarantees. We have not even been given a delivery date...just the VIN #. Once our "baby" comes home, I will send you a picture! :)"

New members Al and Norma Banen, John and Linda McClelland, and Ken and Vada Brown joined too late for me to solicit photos of them and their Corvettes for this issue. However, I searched my files and found this photo of Ken and Vada Brown, taken during the Route 66 trip in May 2009. Ken and Vada were SCC members then, and they haven't changed that much in the past few years.



Ken and Vada Brown, circa May 2009

Welcome to all our new members! We hope to have more photos of these folks and their Vettes for the next issue.

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

SCC MEMBERS WITH NEW CORVETTES!

Mike and Carol Lipsky have a new 2015 Shark Gray coupe, automatic, NAV and with lots of goodies. It is pictured in all its glory on the cover of this issue.

Larry and Charlene Capek have a beautiful new 2015 Crystal Red Coupe. It is a Z51, 3LT, and is pictured on the second cover of this issue.



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



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

*Mark Bales
Lucy Boland
Dennis Brink
Larry & Charlene Capek
Harvey Caplan
Phil D'Alessandro
Jim Dobson
Fran Harder
Walter Juessen
Mike Lipsky
Dawn Siprut
Frank Tasnadi
Rollie Trayte*

FROM THE DRIVER'S SEAT

By Steve Patricola

Hello everyone. Hope all is well. Before I get into Club business and information, I wanted to thank Aaron and Jackie Berkowitz for hosting the party at the Arizona Historical Society Museum at Papago Park. It was a great event attended by many members, and if you haven't been there, it's a "must see." There are many interesting exhibits to explore and much to learn about Arizona, so go and support this worthwhile institution.

I have some business that I need to discuss with the membership. I wanted to again remind everyone that when you RSVP to me for the dinner meetings, I tabulate the total and provide that number to Gainey who then uses it to select the appropriate room size, table set-up, food quantity, and staffing. When members RSVP and do not attend, then the Club is on the hook for the meal for the missing member(s). This has happened at the last couple of meetings. I realize that sometimes the confluence of events in life prohibits us from keeping our commitments; however, when you realize that you cannot make the meeting, please contact me ASAP. This will allow me to adjust the count that we provide to Gainey and re-

duce Club costs. Doing this is frankly common courtesy and is expected.

So before we institute a penalty, requesting repeat offenders (no-show twice after RSVPing) to reimburse the Club, I want to make sure you all realize that this policy applies to all Club events, other dinners, trips, Vixens, etc. In light of this, I want to again remind all of you of your responsibility to the Club. Therefore, if you are a repeat offender, I will notify you and request Club reimbursement. I hope you all understand.

April started with the Copperstate 1000 event which is usually a sanctioned Club event but this year wasn't. As an FYI, Mark Shaw, one of our members, is in charge of the car show and a member of the Phoenix Art Museum Men's Art Council, the sponsor of this annual rallye. On April 15 the Vixens dinner was attended by 20 women at the Soul Café, and I understand it was a fabulous time with good food. Likewise, the men's poker night was attended by 11 members - I bailed out because of an illness.

The monthly meeting was originally planned for April 8th, but there was a scheduling conflict with Gainey and we had to move the meeting to the 22nd. We sincerely apologize for any inconvenience that it may have caused any member(s) and will make every at-

From the Driver's Seat

tempt to see that it doesn't happen again. Speaking of that meeting, the speaker had to cancel and we are trying to get him for our May meeting. Membership was reported to be at 127 - again a new record and, as of this writing, membership may go up to 131 which would be another record. If I am not mistaken, it would make us the largest club in Arizona! WOW!

I like to think it's the current leadership - just kidding - but it really gets back to our basic mantra which is to "just have fun." Speaking of fun, the replacement trip for Supai - Rt 66 + - was attended by 11 cars. It went from Prescott Valley via Ash Fork to Williams where they had lunch - a must when

Manny S. is on the trip - at Red Raven. They then traveled to sunny Seligman and on to the Grand Canyon Cavern Inn which I understand is a 4-star resort (smile, Walter). The trip went on to Oatman, AZ where you can pet the burros while they eat the mirrors on your Corvettes! After that, it was a short trip to Laughlin, Nevada. All in all, the feedback was good.

In May the Club meeting will be on the 13th and hopefully we will have a speaker lined up. There is a trip planned for May 15-17th on the Coronado Trail, and there will be two distinct groups: One for performance-minded folks and the other for more sane individuals which doesn't include this writer. The Vixens Dinner and Poker will be on the 19th.

See you on the road or at the Club meeting. Ciao.

Steve



Terry and Steve



Photo from Steve & Terry's recent European river cruise >>14



SCC MEN!
SAVE THE DATE!

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



At the April Men's Poker Night, Mike Cassell hauled in some pretty big winnings! Here he is with all the dough!



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Editor's Corner

By Dorinne Dobson

Another issue of our bi-monthly newsletter has made it into print. Again, we have had some extraordinary contributions by members! Thanks to each and every one of you who made my job so much easier! I know you will enjoy Frank Tasnadi's article about the Route 66 trip. Fran Harder treats us to a mini-tour of the Scottsdale Auto Museum and the David & Gladys Wright House in Phoenix. Phil D'Alessandro has come through again with not one, but two interesting articles. One is a follow-up on his NCRS judging experiences, and the second is on his experience taking the Ron Fellows two-day class on performance driving at Pahrump, Nevada. Then Dennis Brink happened to email me some photos and a little write-up about his visit to the National Corvette Museum in Bowling Green. Plus, of course, we have a slew of great photos of our two Club events taken by Mark Bales. Thanks to Dawn Siprut for sending me the photo of Mike Cassell with his poker winnings. All of this makes for a very large and (I hope) interesting newsletter.

Save the Wave!
 Dorinne



CLUB TRIPS/ACTIVITIES FOR 2015

Courtesy of Walter Juessen, Activities Director

I  A Mystery

January 24

**IT'S TIME FOR ANOTHER
MYSTERY TRIP!**

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

February 20-22

Trip to Boneyard & Colossal
Cave, near Tucson



**HOUSE
PARTY!**

March 28

House Party at Aaron &
Jackie Berkowitz's Home



April 26-28

Trip to Williams, Peach Springs
& Oatman

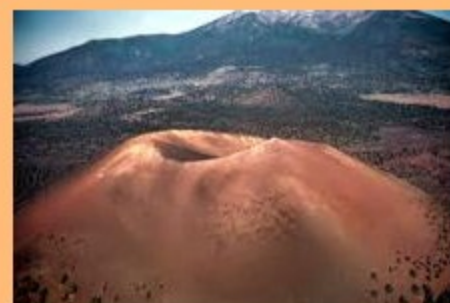


May 15-17

The Coronado Trail
South to North

June 13-14

Trip to Sunset Crater and
Flagstaff



CLUB TRIPS/ACTIVITIES FOR 2015 - Continued

July

NO ACTIVITIES!



August 6-10

Trip to Monument Valley
and Moab, UT

September 25-27

9th Annual Historic Prescott
Corvette Show



October 17

Box Canyon near Florence

November 14

Trip to Organ Pipe National
Monument and Casa Grande



December 2

Toy Run to Van Chevrolet
and Holiday Party

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Welcome to the Scottsdale Corvette Club Store

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

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

Check It Out!!

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

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

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

SAVE THE DATES - FIRST SATURDAY EVERY MONTH!

CORVETTES & CAFFEINE

at Corvette Performance Arizona

Scottsdale Road between Thomas & McDowell

FREE DONUTS, BAGELS & COFFEE!

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

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

RSVP REQUIRED AT

<http://corvettesandcaffeine.com/>

SCOTTSDALE MOTORSPORTS GATHERING

at the Shops at Gainey Ranch

8877 North Scottsdale Road

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

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

**WILL WE SEE YOU AT ONE OF THESE
EVENTS ON SATURDAY, JUNE 6TH?**



**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 MAY 20TH!
HOPE TO SEE YOU THERE!**

***"HOUSE" PARTY HOSTED BY
AARON & JACKIE BERKOWITZ AT
THE ARIZONA HISTORICAL SOCIETY MUSEUM***

Photos by Mark Bales



The Berkowitz Party

On March 28, a Saturday afternoon, at 5:00 a whole bunch of Corvettes descended upon the parking lot of the Arizona Historical Society Museum. We were there for party hosted by Aaron and Jackie Berkowitz. What a beautiful facility for a party! And what a lot of other people thought the same thing - there were parties going on all around the facility, including weddings and other more formal affairs.

We had our own special area inside the Museum where there was a full bar set up, and hors d'oeuvres for nibbling. The catered dinner was excellent, and we all enjoyed the food and camaraderie. We were invited to tour the Museum while we were there, as well as encouraged to return to see more of the exhibits at our leisure. There is a wealth of historical information about Arizona to be found in this beautiful museum.



Dawn & Terry with Sandi & Jackie in the background



Michele, Barb & Kathy



Steve, Al, Karla and Frank

The Berkowitz Party



Sandi, Dorothy, Christina & Dorinne



Donna, Joann & Phil

The following photos show a few of the many, many exhibits on display at the Museum. Our hostess, Jackie Berkowitz, is on the Board of Directors of the Arizona Historical Society, and she has invited all members of the

Scottsdale Corvette Club to return to the Museum for a more in-depth visit.



An unusual vehicle - perhaps this is what they meant by "hybrid" back in the day... Title of the exhibit: Are We There Yet?



This gives you an idea of the vast amount there is to see here



Remember Bob's Big Boy hamburger joints?



A couple of antiquities for the "car guys"



We had quite a line up in the parking lot



Here we all are, photographed from above by Mark Bales:

From left, Bill & Barb Follette, Jackie Berkowitz, Kathy Bales, Dawn Siprut, Steve Patricola, Lisa Tasnadi, Al Redford, Terry Patricola, Frank Tasnadi, Aaron Berkowitz, Christina Georgiou, Dorothy Durby, Walter Juessen, Bob Bailey, Jim Dobson, Carol Spanel, Dorinne Dobson, Karla Redford, Mark & Donna Schlichter, Carol Lipsky, Mike Cassel, Bill Cahill, Mike Lipsky, Joann D'Alessandro, Tere Cahill, Phil D'Alessandro, Sandi Weschler, Connie Cassel, Lucy Boland, Michele Juessen, Pete Boland, Chuck Weschler, Tom Georgiou and Manny Siprut

The Berkowitz Party

Aaron, our host, had thought up a little something extra for us. While we were having cocktails and dinner, he passed out raffle tickets to everyone. When dinner was over, he asked if everyone had a raffle ticket. When assured that everyone was participating, a ticket was drawn. New member Tere Cahill was the winner! The prize was the Corvette poster pictured below! Lucky gal, Tere!



Aaron Berkowitz presents the prize poster to winner Tere Cahill



Jackie and Aaron Berkowitz

Many thanks to Jackie and Aaron Berkowitz for a great party in an interesting new venue.



SPECIAL TOUR OF THE "POPE COLLECTION" AND TOUR OF THE "DAVID AND GLADYS WRIGHT HOUSE"

Story and Photos by Fran Harder

The Arizona Biltmore Concours d'Elegance was held on January 11, 2015. My cousin, Paul Oslansky, who is a Master Judge for NCRS, was invited again to judge as well as our Club member, Dave Meronuk. Many of you met my cousin last year when he spoke at our January Club meeting. Both Paul and Dave spoke about the judging process. The organizers that bring together the many judges from around the country plan some additional activities for these special volunteers. After the Concours was over this year, a tour of the "Pope Collection" and the "David Wright House" was planned. Fortunately for Ken and me, Paul was able to bring us along.

First we went to tour the "Pope Collection" which is housed in the Scottsdale Automotive Museum at 6520 E. McDowell (formerly the auto mall). Scottsdale's William 'Bill' Pope has built one of the valley's finest vintage racing car collections with a particular emphasis on Maserati's and OSCA's. The



The Harders' Special Tours



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group was greeted with an informal reception and then we were able to walk throughout several buildings to view these fabulous vintage cars as well as tour the 2-story garage where several cars were being restored.



Paul Oslanysky, Fran and Ken Harder,
and Dana and Dave Meronuk

For our next tour we traveled to the "David and Gladys Wright House." In 1950, Frank Lloyd Wright designed a home for his son David and daughter-in-law Gladys on ten acres in the middle of citrus groves at the base of Camelback Mountain in Phoenix.



The David and Gladys Wright House

The Harders' Special Tours

The design elevated the home in the form of a spiral rising from the desert floor, converting the tree tops into the lawn and revealing 360 degree views of the mountains. Mr. Wright titled the plans "How to Live in the Southwest." Completed in 1952, the David Wright House is one of three spiral designs realized by Mr. Wright and the precursor to the Guggenheim Museum. The house is regarded as Mr. Wright's last residential masterpiece.

David died in 1997 at the age of 102 and Gladys died in 2008 at the ripe old age of 104. She left the house to her granddaughters who sold it to a buyer they thought would preserve it, but the house was sold again to real estate developers with plans to demolish it. And, to make a long story short, efforts to protect the building through heritage designation were begun in 2012. With the help of the FLW Building Conservancy, a Delaware LLC purchased the home and the owner (who remains anonymous) transferred the property to a non-profit foundation: The David and Gladys Wright House Foundation. The Foundation's mission is to restore and maintain the house and grounds. We were greeted with a lovely reception, many vintage cars parked all around this unique house in the shadows of



The Harders' Special Tours



View from the roof



Camelback Mountain, which was open completely for us to tour. One of the great granddaughters of Frank Lloyd Wright welcomed us and spoke briefly about the home along with her daughter, the great, great granddaughter of FLW. This was quite a special event and I highly recommend touring this unique house if you ever have the chance.

Fran



SAVE THE DATES - JUNE 13-14!

***OVERNIGHT IN FLAGSTAFF WITH
A TRIP TO SUNSET CRATER!***

***THINK OF THE COOL MOUNTAIN AIR!
THINK OF DRIVING YOUR CORVETTE FOR
A COUPLE OF DAYS!***

WATCH YOUR EMAIL FOR DETAILS.



Story by Frank Tasnadi
Photos by Mark Bales and Frank Tasnadi

**"If you ever plan to motor west,
won't you get hip to this timely tip and
Get Your Kicks on Route 66."**

These verses from the song "Route 66" written in 1946 and first recorded by the late, great Nat King Cole tell the tale about this almost magical highway that ran from Chicago to L.A. As you are all aware, the majority of this fabled 2000+mile expanse of asphalt is long gone, gobbled up by I-40 and something they call progress.

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Fortunately for us in SCC, the story doesn't end there. The fable, the magic and the "66" nostalgia live on in Northern Arizona.

On a bright sunny morning, April 17th to be exact, 22 of us "Boomers" headed out in our shiny Corvettes to *Get our own Kicks on Route 66!*

Pointing our sleek machines north on I-17, we exited at the Prescott Valley turnoff and headed up the back way to Williams, AZ. When we arrived, the first thing we noticed had nothing to do with Route 66 but rather the temperature...its still cold up here.... and windy too!! We quickly scurried from our rocket ships to a great little dining establishment, The Red Raven. To call it a mom and pop joint doesn't quite do it justice, but it had that kind of warmth and charm. They had a fairly diverse menu with some of the old favorites and a few unique items too. Food was great; everyone agreed Walter hit another home run.

After a brief jaunt west on I-40 we next pulled over in Seligman, AZ to start our journey on the real McCoy....Route 66! We did a little shopping at the local 66 establishments including The Historic Route 66 General Store. One word comes to mind in describing this store and Seligman in general.....Kitsch!



Route 66 in Seligman

Our friends at Webster say this about kitsch: *Considered to be in poor taste but appreciated in an ironic or knowing way, or art, objects, or design considered to be in poor taste because of excessive garishness or sentimentality.* Yup, that pretty much describes this place!! Anyway, several of us purchased obligatory trinkets and T-shirts, and we once again sped off, this time west on Route 66.



Two Z's on Route 66



Corvettes in Seligman



On the street in Seligman, from left:
Deb and Brian Anton, Aaron Berkowitz, Pam Strimbu, Carol Lipsky, Jerry Strimbu,
Jackie Berkowitz and Joann D'Alessandro

Route 66

Then came a long, lonely, flat stretch of 66. I know from past SCC experiences this is where it can get fun....not naming names or speeds but some of us at least doubled the 65 mph limit during that time. I love this Club!!

We soon cooled our after-burners (slowed down) and arrived at our hotel for the evening.

The Grand Canyon Caverns Inn was built between 1962 and 1964 and really not updated much since!! This place reeked of kitsch from the rusting bodies of a 62 Corvair, to a couple of 50's era Ramblers, Herby The Love Bug and a cop car that looked like Barney Fife drove it...nostalgia was everywhere!!



Vettes at Grand Canyon Caverns Inn



Kitsch - and nostalgia - everywhere!



The diner was definitely right out of the 50's/60's but it only served breakfast. While this certainly wasn't the Phoenician, it was the best motel in the area....make that the only motel in the area!

Route 66

We did our traditional Happy Hour at a picnic table out front and headed to the restaurant just a mile up an old, worn-out road. Walter had arranged for a private dining room, ... well, not exactly ... it was private because we were the only ones there!! The food was nothing fancy, but it was good, as was the service.



Cocktails amid the concrete livestock!
From left, Dawn, Michele, Carol, Mike & Pam



Cocktails at the Grand Canyon Caverns Inn
Seated, from left, Kathy, Pam, Dawn, Michele, Manny, Deb,
Brian, Carol, Joann & Donna
Standing, from left, Mike, Jerry & Mark

Back to our rooms, everyone settled in for the evening and most of us did just fine but Mark and Donna Schlichter had a unique experience they could have done without. The nighttime temperatures dropped below freezing and so, unfortunately, did the inside of their room. The heater wasn't working,



Walter, Frank and a bunch of Corvettes at the Grand Canyon Caverns Inn



Manny Chillin' at the Grand Canyon Caverns Inn

no matter what Mark did, slap it, kick it, curse at it - none of the usual remedies worked, but a quick trip to the front desk solved the problem, or so they thought. They were given an electric heater to plug in. When you're out in the middle of nowhere, it's the best you can expect. So Mark plugs in the heater, sees a flash, and the entire room goes dark!! Seems the 60's era electrical system can't stand the strain. Another trip to the front desk, and they were changing rooms in the middle of the night, but they were finally able to keep warm and get a good night's sleep.

At the crack of dawn...OK, 10am, we prepared to head out once again on the legendary Route 66, this time towards Kingman, AZ. But wait - where are the

Berkowitzes? No sign of them or their car. Turns out they left in the very early hours; one of their pets had a health issue and they headed back to Scottsdale. Too bad. They were definitely missed. Good news though, their little dog is fine.

Up next was Peach Springs, AZ, a little dot on the map made famous by the animated movie "Cars" a few years ago. No signs of the main character or should I say "Car-actor" Lightning McQueen. 30 seconds to pass through it, and Peach Springs was fading in our rearview mirrors....not much to see.

Next stop is Kingman for a brief refueling and potty stop....then onward to Oatman...via Route 66, of course!



Potty Stop at Cool Springs

Just as we got into the interestingly curvy part of the trip we stopped at a joint called Cool Springs, it is indeed pretty Cool, pun intended! It was once a Mobil gas station and watering stop used during the hard, hot times of no air-conditioning and horrible gas mileage. It was built out of old field stones and mortar on the edge of a small, scenic valley. It still has 50's era gas pumps out front but they are for show. Today it is pretty much a tourist stop with a view and, most importantly, a toilet, just one but it worked.

Now comes the part I was looking forward too, the winding, curvy, hairpin portion of the trip leading into Oatman. While it is not exactly The Coronado Trail, it is as advertised and a lot of fun.



Group on the Road to Oatman



John & Gloria's C4

Pulling into Oatman (first time for me), we see the famous burros everywhere. After a little maneuvering, everyone finds a parking space (not easy in this town), and we head towards the Oatman Hotel for lunch. Along the way we dodge the famous burros' famous poop, which is also everywhere! No real problem.

The hotel is very kitsch, thousands of one-dollar bills hang everywhere. It's one of those buildings where the floor plan is up and down which makes for challenging walking and interesting views. Food was very good, especially the fried "burro ears," really... They were delicious!!



Burro in Oatman checking out ZR1

After lunch everyone did a little shopping and took in the wild-west, shoot-em-up gunfight on main street Oatman, aka Route 66.

On to our final destination, Harrah's Hotel and Casino in Laughlin, Nevada. It's a nice place, typical of Laughlin and Harrah's. We do our Happy Hour in Walter's/Michele's room and agree the Boofay (Walter's pronunciation) is the way to go. It was good, and everyone had plenty to choose from and plenty to eat. It seemed no one was in a hurry to move as the lively conversation continued well after we were done dining. Hey, good friends, good food, good times, why should we hurry?



As the evening approached, we separated a bit, some bellying up to the local watering hole, others choosing to do some gambling and others chose to call it a night. I was the gambler, headed out on the Colorado River via a water taxi and explored several other casinos, played some Black Jack and came out ahead \$135. Not much but it paid for the room and food and I had fun!!

In the morning we headed home in smaller groups as we felt like it, no hurry, no time commitments, just when we felt like it. We "felt like it" at the same time the Juessens, Bales, Schlichters and Sipruts did and formed a smaller caravan of Corvettes. As is typical, we followed Walter and Michele. We were driving for a while, quite a while actually, when someone got on the radio and said..."I think we are going the wrong way." I agreed, but we kept going. More conversation and still we kept going. Finally someone suggested we pull over and figure this out. We did indeed miss a turn way back when and now have to perform one of the famed Juessen U-turns, this one though is a Club record, 20-minute-each-way, U-turn!! No harm, no foul, we just got to spend more time in our prized machines hanging with people we enjoy.

All in all we had 11 Corvettes and 22 people: Bales, Juessens, Sipruts, Ketrals, Schlichters, Lipskys, Strimbus, Berkowitzes, D'Alessandros, Antons and Tasnadis. It's safe to say....**Everyone got their Kitsch on Route 66!**

Frank

67 Walter as "kitsch" zombie in Oatman



Walter with his big winnings in Laughlin

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

May 16

9th Annual All Chevy Show

Verde Valley Vettes

Peoples Choice Concours

Larry Green Chevrolet, Cottonwood, AZ

See flyer at

https://93075438.domainhost.com/NCCCCompetitionDatabase/2015/Flyers/RR-426-001_flyer.pdf

May 22-24

Superbash, Tucson Corvette Club's Memorial

Day Weekend event; See flyer at [https://](https://docs.google.com/file/d/0B3bzKlO1Mv87QXdLZ0FNdDJGcW8/edit?pli=1)

docs.google.com/file/d/0B3bzKlO1Mv87QXdLZ0FNdDJGcW8/edit?pli=1

**NCRS - Flight Judging
Arizona Chapter of NCRS, Regional Event
*The Saga Continues***

Story & Photos by Phil D'Alessandro

In a previous newsletter I wrote about the experience of having my 1962 Honduras Maroon Corvette judged at an NCRS Chapter event. Not being of sound mind, I decided that although I had achieved the most coveted level, Top Flight, I had made it by the slightest of margins and that was because I drove to Tucson. When you drive instead of using a trailer, NCRS will reward you with 45 additional points per 100 miles driven (there is a maximum awarded) so the additional 59 points pushed me over to achieve a score greater than 94%, which is required for Top Flight.

As I mentioned in the first article, I lost, what I call, stupid points: no Delco brand battery, never mind a tar-top Delco battery, lost all of those points; there was paint on the engine pad obscuring the numbers, lost all 38 points, no jack, radio decided not to work, cigarette lighter not working, and then the standard deductions for having radial tires instead of the near-death experience of riding on bias ply tires, or the incorrect air filter, or incorrect spark plug wires. Believe me the list was long, but obviously not too long if Top Flight was awarded. Bottom line, a judged car can have 270 points deducted from the perfect score of 4,510 and achieve Top Flight.

The Saga Continues

After reviewing the five sections that comprised my Judging Sheets (Exterior, Interior, Mechanical, Chassis, and Operations) and the bank account, I decided I could, in a reasonable amount of time and expenditure of money, correct most of the flaws in the car. My goal has been and was to "do it myself" as best I could. Fortunately service replacement parts versus "new old stock" or NOS parts are available and accepted for NCRS. Standard deductions are much better than total deductions and much cheaper. Let's face it; many of these 52-year-old parts are just not available at any cost.

When to have it judged again? The Arizona Chapter of NCRS was going to sponsor a Regional NCRS Judging event March 2015 in Tucson. Perfect. I then find out that the Regional is almost as tough as a National Judging event since many of the national level Master Judges will participate. So be it. I am committed.

I have three days to finish what I can before driving to Tucson on Thursday, March 19th. In the interim, NCRS publishes the 6th Edition of the Judging Manual in January 2015 and I order a copy. The Team did a great job in updating the Manual, it is now 338 pages and it just covers the 1961 and 1962 Corvette, almost twice as comprehensive as the 5th Edition. No way I can get through all of it, since it arrived in late February. Again, so be it.

We live in sunny and warm Arizona, so Thursday morning it is raining and cool. For those of you with older Corvettes, you know they all leak, somewhere. Route 10 to Tucson, early morning, big rigs being big rigs, no sense going the speed limit for them. Good thing the windshield wipers worked and worked at high speed (I use the term "high" very loosely). A little over two hours later I arrive at the event site, the Tucson Expo center. Check in and all participants will have the Operations Judging section done outside to keep us from asphyxiating everyone inside. Operations check requires a cold engine start. Let's see, approximately 140 miles of driving, engine not quite cold. The judges perform as much as they can of Operations (lights, doors, windows, radio, etc.) while the engine cools off in the direct sun. By 1:00PM they determine the engine is cold enough and we can do the engine start. One depression of the accelerator pedal to set the choke, no pumping allowed, turn the key, and... Yes it fired right up, tap the accelerator and nice idle speed. Time to move the car inside to its assigned spot. Done for the day. Managed to have a couple of total deductions due to the radio turning on but no sound and the cigarette lighter not working (same as before).

There were approximately 71 cars to be judged for various levels, Flight Judging, Performance Verification, Duntov, Sportsman, and Founders plus. The judges, for the most part, were Master Judges, people with years of experience

The Saga Continues

and knowledge. Some judges had as many as 7 cars to judge in a single day and, lucky for me, there were only 2 1962 Corvettes to be judged including mine. So our Judges, who happened to be the authors of the updated Judging Manual, had PLENTY of time to inspect, evaluate, critique and comment on the two cars. Oh, happy day.

This photo shows just some of the 71 cars and 300 people who attended/participated.



Educational technical judging sessions were held on Friday and Saturday.



Getting setup after the Operations judging. Nice to be indoors. Note the expectation of oil leaks under ALL the cars. Having a fire extinguisher handy is a bonus point, as is the NCRS window sticker. Great paint, too bad it never came from the factory this way. Points to lose.

Having a beautiful trunk like this cost me points. It NEVER came from the factory this way.



The Saga Continues

Everything needed to come out of the trunk and car, and if the cover board over the spare sat too high, it must be the incorrect tire. Included in this photo is the hardtop wrench, the tire jack, the ignition shielding, the bolt to hold the tire cover in place, instructions for the radio, and the owner's manual. Additionally, if it did not come from the factory, I needed to remove it - such as my garage door opener, aftermarket floor mats, or the package tray carpet insert.



It's necessary for the owner to remain with the car through the entire judging process, as the judges are not permitted to open or operate anything in or on the car. Hence the chair in the above photo.

Saturday was my judging day. Owners' meeting began at 8:15 AM by the Judging Chairman, so everyone knew what to expect. And then it begins. Two judges per section plus observer judges (people like me, wanting to learn more from the experts on our way to being official judges). Only six hours later, they were done. Oh, and so was I. Trying to keep track of all my lost points, I lost count and thought I might be close but would be happy with 2nd Flight, especially as judged by these National Level Master Judges.

Saturday evening awards dinner would be the telling tale. As you can see in this photo, I earned Top Flight, a score greater than 94%. My exact score will be known shortly when the official judging sheets are sent to me. That might be my next jumping off point if I intend to take the car to a National Judging Event. We'll see about that. It's called the "black hole," National Judging and Performance Verification.



Click on the poster to see a larger, more readable version

THIS COULD BE YOU!
NEXT WEEKEND - MAY 15-17
THE TRIP ON THE CORONADO TRAIL

The Corvettes in the photo below are parked at Hannagan's Meadow during a rigorous drive on the Coronado Trail in May of 2012. To say that we had fun would be an understatement. If you've never driven the Coronado Trail (or even if you have), you won't want to miss this trip!





**OBSERVATIONS AT THE
NATIONAL CORVETTE MUSEUM**
PHOTOS & REMARKS BY
DENNIS BRINK

We're just down in the southeast and did get to Bowling Green yesterday for some of the festivities there. The photo at right is of a 2016 Z06. Note the changed look of the rear spoiler and the clear tail light lenses.

A lot of people there from all over and certainly way over 1,000 Corvettes there. Wouldn't even want to guess the number.

The plant tour was interesting and yet clearly not very sophisticated assembly. Output is set for about 180 per day with probably a week's production in



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Observations at NCM

process at all times. It is a one-shift operation with workers working 10 hours per day, 5 days per week. Inspection is really only done at the end of the line! If they fail, supposedly about 3% do, they are pulled aside to try to correct. We saw 10 cars off to the side trying to be corrected. They put in so much effort and then if a problem would require too much disassembly, it would just be scrapped. The assembly line is not stopped as that's where the costs really mount. Scrapping a bad car is cheap.

2015 NCM Bash Activities		
April 24, 2015 11:41 AM		
8:00 AM - 5:00 PM	Advance Reg Pickup / On-Site Registration	Club Room
8:00 AM - 5:00 PM	2016 Stingrays & Z06 on Display	Conf Center / Plaza
8:00 AM - 5:00 PM	Hot Lap Rides / Viewing	Motorsports Park
9:00 AM - 2:00 PM	Shady Cliff Restaurant Road Tour	FOP Parking Lot
9:00 AM - 3:30 PM	Adventure Tour	FOP Parking Lot
10:00 AM - 2:30 PM	Celebrity Choice Car Show	Parking Lot A
10:00 AM - 2:30 PM	Ladies Luncheon	Victory Lane
11:30 AM - 12:30 PM	Autograph Session	Conference Center
12:00 PM - 1:45 PM	Parade Lap	Motorsports Park
12:00 PM - 4:00 PM	Ask the Experts - Paul Koerner / Anthony George	#01
1:15 PM - 2:15 PM	Corvette Race Team feat. Fagan/Miller/Binks	Chevrolet Theater
2:00 PM - 3:00 PM	Wil Cooksey "No Time To Cry" Signing	Corvette Blvd
2:00 PM - 4:00 PM	Hand Building the LT4 Engine	PDI

Activities at NCM on April 24, 2015
Click on the Sign for More Readable Version



Dennis at the Welcome to the Corvette Assembly Plant Sign

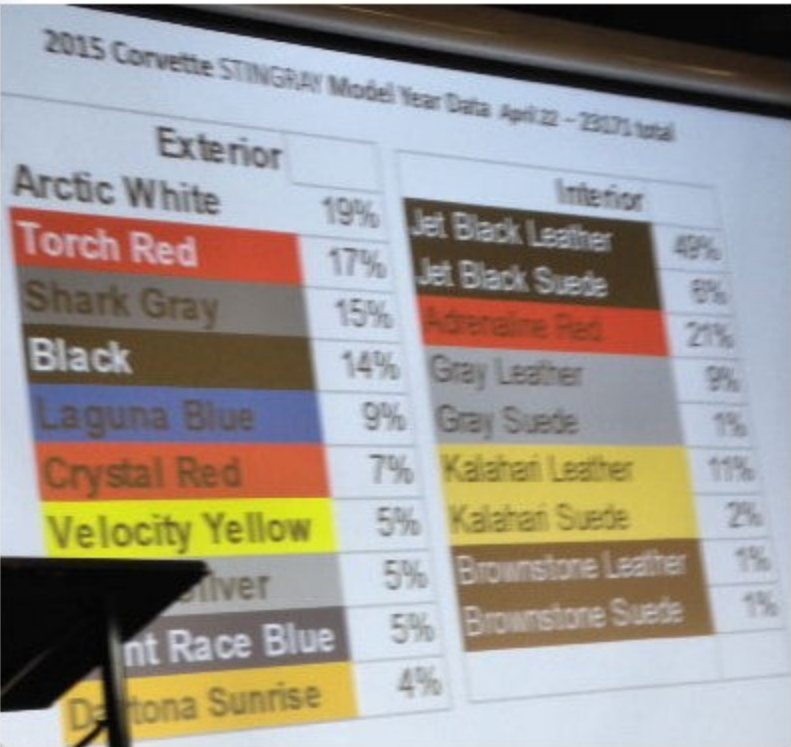


Another view of 2016 Z06



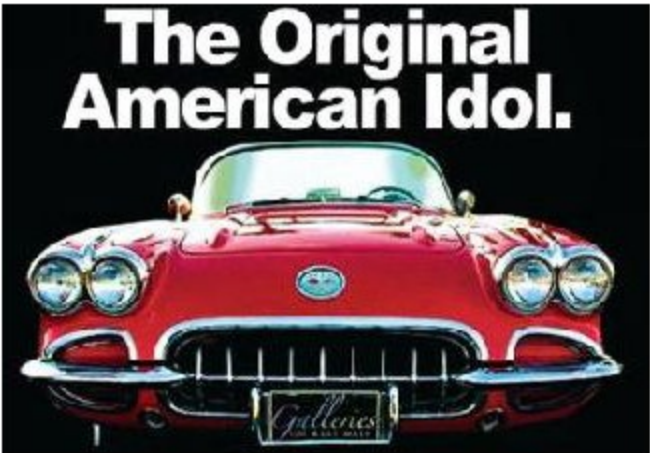
Notations on the windshield of the 2016 Z06 on some of the new additions that will be available
Click on the photo to enlarge

Editor's Note: Dennis also sent some photos of the repaired sink hole and the Corvettes that were damaged. Due to the size of this newsletter, these photos and comments will be in the next issue. So watch for Part Two of Dennis' visit to the National Corvette Museum in the July-August newsletter.



Received from Rolie Trayte for all who are interested in Corvette paint and interior colors:

Here is a chart showing the percentage of orders for the 2015 Corvette - by color.





An Experience

Story & Photos by Phil D'Alessandro

After Walter's wonderfully planned trip along old Route 66, we stayed another night at Harrah's in Laughlin, NV, then headed up to Pahrump, about an hour north of Las Vegas, to the Ron Fellows Performance Driving School.

Ron Fellows, a charter member of Corvette Racing, established the school at Spring Mountain in 2008, and it has grown each year since then. The facilities include condominiums, a complete club house where breakfast and lunch are served, plus they welcome weary students at the end of the day. Additionally there is a fitness center, putting green, indoor racquetball court and an indoor shooting range. Spring Mountain is a motor-sports ranch, similar to a golf club, just for car enthusiasts instead. Members can acquire a garage for car storage, maintenance, and an average of 16 days of track time per month. Additionally, Radical Racing is headquartered at Spring Mountain. Radical builds sports cars and over the past 17 years has created club

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racing for the masses with eight different models. Open and closed vehicles offer the racing experience at, what most consider, reasonable costs.

Enough advertising.

Chevrolet offered owners of the then new ZR1 the option to attend either the Bondurant School or Ron Fellows for a two-day performance driving experience. The introduction of the C7 and the incredible performance capabilities created an opportunity for Chevrolet to offer an exclusive way to fully demonstrate the engineering of the new Stingray. Chevy offered to cover 60% of school tuition for either a 2-day or 3-day program. The 2-day costs \$1,000 and the 3-day costs \$2,150. The difference between the two days is the third day is open-lapping track time, as the first two days are the same agenda. After completion of Level 1, there are options for Level 2 and Level 3 which will turn you into a quasi-racing driver.

There were twenty students in my program, only one person did not currently own a C7 but planned to purchase after the school. There were several women and one gentleman who admitted to being 85. I was the only one for the ZR1 experience, so they had a 2013 ZR1 for me. Two students requested automatic cars, and the staff was easily able to accommodate them. The school has more than 90 C7s, most are 2014s but are being re-

An Experience

placed each week with 2015s, both manual and automatic coupes, and almost all Z51 packages with PDRs. The cars are stock, no upgrades. Once the stock brake pads wear out, they are replaced with Hawk pads and that's it. All newly arrived cars receive a 1,500-mile break in, then join the fleet of student cars. If you ever wondered what a particular car color looked like in "the flesh," they are all there.

Classroom and track time is the schedule. We started around 8 each morning, with Day 1 giving us an overview of the car and then it was to the track. A fair amount of time was spent on the key to driving quickly and that is cornering. The application of "visual scanning," appropriate use of the brakes, downshifting using heel and toe movements, then the turn-in, clipping the apex, allowing the car to unwind and then the pedal to the metal. They had a ZR1 ready for me:

The pedal position in the C6 and my knee surgery made it almost painful to perform heel and toe downshifting, but I tried and was miserable at it, so on Day 2 I asked to be moved to a C7 where the pedals are closer and I was able to perform the heel and toe downshift, still lousy at it. BUT why even do it when the C7 has "rev match" and what an inclusion to the standard equipment.

My new ride:



Ever do a 360 in your Corvette due to wet or slick road conditions? We did at school and on purpose. Then my ride-along instructor asked if I wanted to see the results when the selector was set to "wet". Oh, yes please. Impossible to spin the car. The folks at Chevy have taken the fear out of driving in the cold and wet with a Corvette, at least a C7 Corvette.

The various levels of the performance driving selector make the car more than just a Corvette and for me, learning them since I do not own a C7 (yet), demonstra-



An Experience

ted how far the car jumped from the C6.

To demonstrate just how good the C7 is, on the afternoon of Day 2, we went with an instructor for a 70% of capabilities ride-along. The points we learned in the classroom and attempted to replicate on the track by ourselves were shown by the instructor. Were they ever! Ok, I have driven fast before, but always in a straight line, never on a road course. What a car! It may have cost Chevy money, but I do NOT need a Z06 after experiencing what a Stingray can do. If you own a C7, you need to attend.

Ever try "launch control"? GM stands behind your use of it. Mash the accelerator to the floor, it will "settle" in at 5,000 RPMs, then just drop the clutch - oh, and hang on! Two perfect stripes of rubber remain where you used to be.



Jo did not participate in driving but attended both days and even did two ride-alongs with an instructor including the 70% ride. Notice, no scream. The pro is driving one-handed, and talking to us thru a handheld microphone. The pros used the ZR1 as their chariot.

Our class photo, Chief Driving Instructor and Driving School Director, Rick Malone, is on the extreme right. Runs a tight ship.



Phil

Don't forget to wear your Club name tags!
With so many new members, this is important!



FIND NEW ROADS™

For a great deal on any Chevy, Buick or GMC product, not only Corvette, contact Chuck Mullins, 480-991-8300.

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

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Jay Ford, 480-368-3951 or
Chris Davis, 480-368-3909.*