



NEWSLETTER
November-December 2010





Nov./Dec. 2010 A Newsletter for Corvette Enthusiasts 99 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
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In this issue...

*Trip to New Cruisers,
Historic Prescott All
Corvette Show,
Tombstone-Bisbee Trip,
Canyon Lake Cruise,
And Much More...*



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

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

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

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Scottsdale Corvette Club Mission Statement

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

2010 Board of Directors

President

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Member at Large

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

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SCC Birthdays!



November

Kathy Bales - Nov. 2
Connie Cassel - Nov. 4
Leon Boyd - Nov. 12
Jim Hebert - Nov. 12
Dawn Siprut - Nov. 14
Lyn Trayte - Nov. 16
Judi Findsen - Nov. 27
Manny Siprut - Nov. 30

December

Steve Bidwell - Dec. 14
Linda Gutherless - Dec. 14
John Runyon - Dec. 16
Janette Boyd - Dec. 28
Sharron Summerson - Dec. 28





New Cruisers

Larry and Krysha Sorce
and their 1965 Red Roadster and
their 2002 Red Convertible
(See photos of the cars on page 7)

WELCOME TO SCOTTSDALE CORVETTE CLUB!

For all you speed geeks and wild ride aficionados, click
on the following link:

[www.youtube.com/watch?v=4TshFW5srn8&feature=player
_embedded](http://www.youtube.com/watch?v=4TshFW5srn8&feature=player_embedded)

According to the friend who sent this to me, the lever on
his right is not a shift lever. It works the brakes. All the
shifting is done with paddles under the steering wheel.

Exciting - even though it is a Ford!



**SCC MEN!
SAVE THE DATE!**

**THIRD WEDNESDAY
EACH MONTH!
POKER NIGHT FOR
SCC MEN!**

**WATCH YOUR EMAIL
FOR DETAILS!**

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Coming Events!

November 11th - Club Dinner Meeting & **ELECTIONS**

November 13-14th - Titan Missile Museum near Tucson

November 17th - Vette Vixens Dinner-**NO MEN'S POKER TIL JAN.!**

NO NOVEMBER BOARD MEETING!

December 2nd - Board Meeting

December 5th - Holiday Party at Grayhawk Golf Club

December 11th - Toy Run to Van Chevrolet

January 12th - Club Dinner Meeting

January 15th - Mystery Trip

January 19th - Vette Vixens Dinner - Men's Poker Night

January 26th - Board Meeting

February 9th - Club Dinner Meeting

February 16th - Vette Vixens Dinner - Men's Poker Night

February 19th - Arizona Wings Museum in Mesa

February 23rd - Board Meeting

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

NEW MEMBERS LARRY AND KRYSHA SORCE'S CORVETTES!



1965 Red Roadster



2002 Red Convertible

NEW MEMBERS AARON AND JACKIE BERKOWITZ'S CORVETTE!
A 2003 50th Anniversary White Coupe

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NEW MEMBERS LARRY & CHERYL BLOOM'S CORVETTE!
A 2011 Torch Red LT1 Coupe





TRIP TO TITAN MISSILE MUSEUM SATURDAY, NOVEMBER 13TH

If you'd like to go on this trip in your Corvette, you need to sign up no later than next Wednesday, November 10th. It's a nice ride to the Museum just south of Tucson, with a lunch stop, and a one-hour tour of the Museum. Cost is less than \$10 per person for the tour. Here's the website:

WWW.TITANMISSILEMUSEUM.ORG

If you'd like to go, contact Walter Juessen at juessen@aol.com.

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Editor's Corner

Wow! I know you're going to gasp at the size of this Newsletter! Too many things going on in the last two months!

In Case you don't recognize him, that's Walter on the cover speeding around the track at the Bondurant Racing School of High Performance Driving. Look for an article with more details on Walter's driving experience at Bondurant in the next issue of the Newsletter.

Don't forget to sign up for and come to the November dinner meeting for the election of directors for 2011.

Looking forward to the Club's December activities, we hope to see a good turnout for the Holiday Party on Sunday evening, December 5th. Everyone put on your Santa hats and bring an unwrapped toy for a child to the Toy Run to Van Chevrolet, scheduled for mid-afternoon on Saturday, December 11th. The part afterward will be at Walter and Michele's home, where we will have lots of food and drink and time to relax with friends.

Editor's Corner

You should have received the activities calendar for 2011 in your email a few days ago. As you can see, the Club has lots of fun activities planned for next year, starting in January with a Mystery Trip. It's always fun to start out on a Corvette trip and not know where you're going to end up. You won't want to miss out on this one.

I want to give special thanks to contributors in this issue of the Newsletter: Ken and Fran Harder for the article and photos on the trip to Tombstone-Bisbee, Dawn Siprut for the article and photos on the Canyon Lake Cruise, Ken and Fran Harder for the article and photos on their tour of the USS Makin Island, Michael and Bonnie Bulfer for the article and photos on Michael's first high-speed autocross, new members Aaron Berkowitz, Larry Bloom, and Larry and Krysha Sorce for the photos of their Vettes, and last, but not least by any means, Mark Bales for his great photos of all the Club events and the cover photo of Walter in action. I couldn't put this Newsletter together without you! Thank You All!

Dorinne



Chuck Mullins was the featured speaker at our September dinner meeting. He filled us in on happenings at Van Chevrolet, General Motors, and in the automotive industry generally. Our thanks to Chuck for taking time from his busy schedule to spend a few hours with SCC members.¶

SCC'S NEWEST U.S. CITIZENS!



On Friday afternoon, August 6, 2010, Walter and Michele Juessen took the oath of citizenship in the big Court Room at the Sandra Day O'Connor Federal Court House in Phoenix, with U.S. District Court Judge George B. Nielsen presiding. Several SCC members witnessed this momentous occasion. Congratulations to Walter and Michele on becoming citizens of our great country!



Bill Paine's 2008 Coupe 3LT

FOR SALE



Special Ordered from Van Chevrolet. One owner. Excellent condition. Never raced, abused, or wrecked. Garaged. All service at Van. 23K miles.

Black w/ cashmere leather; 6-Manual; HUD; Both roof package; Dual-mode performance exhaust; Z-51 package; gray comp wheels; 6-CD player w/iPod connection; Cargo net.

Halltech cold air intake; new Nitto Invo tires; Optima Red Top battery; coco mats; painted fuel rail covers.

Will run ad on Cars.com and Auto Trader on 10/15 priced at \$36,795. Will sell to member of Scottsdale Corvette Club for \$36,250. Car is now on Whidbey Island, WA, but will be home in Scottsdale for view and drive by 10/15. Please contact Bill Paige at: bill.paige@cox.net. Home phone: 480-471-6553 (leave message). Best way to reach me until 10/15 is via email address.



HISTORIC PRESCOTT ALL CORVETTE CAR SHOW SATURDAY, SEPTEMBER 18TH

A Pictorial of SCC's Weekend in Prescott

Photos by Mark Bales, Fran Harder & Dorinne Dobson

Friday night, September 17th, was "Party Night" at the Motor Lodge. Ken and Fran, who drove into Prescott after a trip through Colorado, came with two folding tables, chairs, two coolers full of iced drinks, food, you name it! When I saw their car, a sedan, I said, HOW DID YOU MANAGE TO VACATION FOR TWO WEEKS AND STILL HAVE ROOM FOR ALL THE STUFF YOU BROUGHT JUST FOR OUR CORVETTE PARTY? Fran said it wasn't a problem; they just planned ahead! WOW! I was impressed!





What's more, Lyn and Rollie brought brats and hamburgers, that Rollie and Ken proceeded to cook on the outdoor grill at the Motor Lodge, so we had more than the heavy hors d'oeuvres advertised for this event! It was fun, and as you can see, we were quite comfortable!



Next morning, bright and early, the three SCC cars in the car show were lined up and ushered into prime spaces at the intersection of Montezuma and Goodwin. Here we are, lookin' good! (Lyn was still in bed!)

Prescott Corvette Show



AND NOW ON TO THE REST OF THE
SHOW!

There was this vibrant blue 63 split window - it was NEVER that color in its first life, but it was BEE-YEW-TI-FUL! The photo doesn't do it justice. And check out the license plate on the next page.....



Prescott Corvette Show

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Because we knew you would want to see the SCC cars even though there were only three of us in the show, here are a couple more views of our extraordinary RED CORVETTES! Click on the bottom photo to get a better view.





Click on the license plate to see a close up, and to get another glimpse of the depth of colors in this paint job!



Another blue 63 - just not as blue....



And talk about Blue! Here's a VERY BLUE C6!



As you can see, there was a little bit of everything at this car show, including this C5 racer emblazoned with 'EATS RICE'.

Prescott Corvette Show

Meanwhile, on the Court House lawn, some of us were relaxing on the green, green grass....



And when we weren't sitting down - there were cars, cars, and more cars to see! 250 Corvettes in a three-block area around the Court House! And lots and lots of old ones - not just C5s and C6s. A really nice Corvette show!

Prescott Corvette Show

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A beautiful C3



Check out this sign on an old Vette.



One gorgeous custom C2



Prescott Corvette Show

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At left, this big firetruck with the boom raised and the flag displayed blocked traffic on the corner of Montezuma all day during the car show.

Above, this ZR1 has a really big spoiler on the back. Click on the hood to see a better view of the spoiler. We are wondering if Walter wants to get one of these for his new ZR1. Walter?



Here's some more older Vettes that were in the show. If you would like to see the reason for the cut-out hood on the middle car, click on its hood to see the "blown" mechanicals.



This is just one of many street scenes at the Historic Prescott All Corvette Car Show. There were loads of cars and loads of people looking at them. While SCC didn't win any prizes, we had a nice day hanging out in Prescott, doing what some of us love almost more than anything - looking at CARS! Even better, looking at CORVETTES!

Dorinne

As a follow-up to the article, *WANT TO BUILD YOUR OWN CORVETTE ENGINE?* in the last issue of the newsletter, here's a little information on the first guy to build his own engine.

Talk Show Host to be First Corvette Engine Builder

Wednesday, August 25, 2010. Todd Schnitt's fifth Corvette will be unlike any he has had before because he will personally help build the 638-horsepower supercharged small block engine for his ZR1 superCar at the GM Performance Build Center (PBC).

Schnitt, host of a Tampa-based syndicated radio show, purchased the recently announced optional Corvette Engine Build Experience. He will be on the line at the PBC in Wixom, Mich., on Monday, Aug. 30.

As part of the Corvette Engine Build Experience ordering option, a special Chevrolet concierge is coordinating all arrangements with Schnitt. After the build is completed Monday, the engine will be tracked and sent to the Corvette assembly plant in Bowling Green, Ky., where Schnitt's ZR1 will be assembled with his engine shortly thereafter.

"To build my own engine is over the top," said Schnitt. "When my dealer told me about the option it was like 'Of course, I'll do it, sign me up!' I can't wait to get there and build my own LS9. It will be the ultimate personalization for my car. I'm anticipating it being one of the coolest things I've done in my life. It definitely makes my 'bucket-list.'"



Todd Schnitt, above, places the crankshaft into the 638-horsepower supercharged small block engine for his 2011 Corvette ZR1 on Monday, August 30th, at GM's Performance Build Center with help from engine engineer Jordan Lebuilder, left, and engine builder Mike Priest.

Club Members Visit USS Makin Island (LHD 8)

By Ken Harder
Photos by Fran Harder

SCC members John Parker and Fran and Ken Harder were part of a Navy League contingent that attended a Change of Command Ceremony and ship tour of the USS Makin Island on August 27 and 28, 2010, at the Naval Base in San Diego, California. Rear Admiral Earl Gay presided as Captain Robert Kopas (a Phoenix native) was succeeded as Commanding Officer by Captain James Flanders.





The Makin Island is one of four Multi Purpose Amphibious Assault Ships based in San Diego and is the newest and largest amphibious ship in the world. The LHD mission is to conduct prompt, sustained combat operations at sea, as part of the Navy's amphi-

Visit to USS Makin Island

bious strategy. The LHD can deliver, command, and support all elements of a Marine Landing Force assault by air and amphibious craft.

The ship utilizes various combinations of helicopters, Harrier II (AV 8-B) Jump Jets and air cushion landing craft in addition to conventional landing craft and assault vehicles. The LHD can also provide command and control and aircraft facilities for sea control missions, while operating with an aircraft carrier strike group.



Visit to USS Makin Island

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The ship is 847 feet long and has a crew of 1200 and can accommodate 1700 marines. It can also be used in humanitarian missions, such as tsunami or earthquake aid missions, as it has medical facilities which include 6 operating rooms, a 17-bed ICU, and a 47-bed ward.

John, Fran and Ken enjoyed a 5-hour tour of the entire ship, including its amphibious and aviation facilities, weapons and surveillance systems, engineering and machinery and power plant, officer, crew and marine accommodations, medical facilities, command center and had lunch with select members of the officer staff. This was

Visit to USS Makin Island



a wonderful opportunity to see our Navy up close and personal, and we came away impressed with the technology and advanced systems employed within the ship and the commitment and professionalism of the USS Makin Island crew. We are thankful for their service and their dedication to keeping America strong and safe.

Ken



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

**YOU MUST BE
PRESENT TO WIN
THE MONEY AT THE
NOV. MEETING!**



Corvette Racing Wins Petit Le Mans on Last Lap

*Gavin, Magnussen and Collard Take Dramatic GT2 Win
on Fumes as Ferrari Runs Dry on Final Lap*

BRASELTON, Ga., Oct 2, 2010 - Corvette Racing concluded its first full season in the ultra-competitive GT2 category with a victory tonight in the 13th running of Petit Le Mans at Road Atlanta. Going into the final lap, the No. 4 Compuware Corvette C6.R driven by Oliver Gavin was trailing Toni Vilander in the class-leading No. 62 Risi Competizione Ferrari by 10 seconds. With a low-fuel alarm flashing on his own instrument panel, Gavin watched incredulously as the Ferrari slowed on the back straight as it ran out of E85 fuel. Gavin then raced across the finish line 5.763 seconds ahead of the runner-up No. 01 Ferrari of Dominick Farnbacher, which also passed Vilander's hapless Ferrari.

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Gavin had stopped for a splash of fuel on lap 347, and the Ferrari pitted four laps later. The red car stumbled as it left the pits, but retained its slim lead. After the turn of fortune seven laps later, the checkered flag signaled Corvette Racing's first win in 2010.

There was nothing "petit" about the clash in the GT2 class at Petit Le Mans. In fact, it was a battle royal for 9 hours and 10 minutes between Corvette, Ferrari, BMW, and Porsche, fought over the hills and valleys of the 2.54-mile circuit in the Georgia countryside. The winning No. 4 Corvette driven by Gavin, Jan Magnussen, and Emmanuel Collard completed 355 laps (902 miles) in the season finale of the 2010 American Le Mans Series. The No. 3 Compuware Corvette C6.R driven by Johnny O'Connell, Olivier Beretta, and Antonio Garcia finished sixth with 354 laps. With seven previous victories in the GTS/GT1 division, Corvette Racing has now won eight times in the American endurance racing classic that's based on the 24 Hours of Le Mans. The victory earned an automatic invitation to Le Mans in 2011 for the Chevrolet team.

Editor's Note This is excerpted from the news release from Corvette Racing on October 2nd. To read more about the race, click on the link: <http://www.corvette-racing.com/history/2010releases/petitlemans/petitlemans3.shtml>.

A SHORT PICTORIAL ON OUR
TWELFTH ETHNIC EPICUREAN
EXPERIENCE AT
MY BIG FAT GREEK
RESTAURANT

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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 Bales

Aaron Berkowitz

Larry Bloom

Mike & Bonnie Bulfer

Jim Dobson

Fran & Ken Harder

Dawn & Manny Siprut

Larry & Krysha Sorce





*Please join us to
Celebrate the Holiday Season
At our Dinner & Dance*

*Grayhawk Golf Club
8620 E. Thompson Peak Parkway
Scottsdale, AZ*

*December 5, 2010
Cocktails 4:30 p.m. Dinner 6:00 p.m.*

*Music provided by the band "Badness." Wear your dancing shoes &
Be prepared for an exciting music experience!!*

Cost per person \$50 (includes two drink tickets)

RSVP with payment by November 24 to:

*Dawn Siprut
10350 E. Mark Lane
Scottsdale, AZ 85262
(480) 361-5706*

(Checks payable to Scottsdale Corvette Club)

Note: Holiday Attire Suggested

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**SCC TOY RUN
TO VAN
CHEVROLET**

**SAVE THE DATE!
SATURDAY, DECEMBER 13TH!**



**We'll caravan to Van in our Vettes
to deliver the Toys, then we'll party
at Walter & Michele Juessens! You
won't want to miss this event!**

TOMBSTONE-BISBEE TRIP

Story by Ken Harder

Photos by Mark Bales & Fran Harder

Four couples, including Walter and Michele Juessen, Mark and Kathy Bales, Manny and Dawn Siprut and Ken and Fran Harder met at the Starbucks at Indian Bend and the Loop 101 on Friday morning to begin a wonderful weekend chock full of activities.



The ride to Tombstone was via Tucson, and the group had lunch at El Chorro. We made Tombstone by mid-afternoon, just in time for a few cocktails with Walter and Mark also having time to polish their cars as they were registered in the Vettes and Rods Tombstone Car Show the following morning. Later that evening we had dinner at Johnny Ringo's Bar and Restaurant and then headed back to the hotel for a late-night discussion of the world's economic and poli-



Lunch at El Chorro in Tucson

tical problems. We all agreed we needed new Hope and Change, whatever that meant.





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Early Saturday morning, Walter and Mark left early for the staging of their cars on Allen Street, Tombstone's famous main street where the car show would be held.

Meanwhile, back at the Best Western Hotel the remainder of the group learned just what a complimentary breakfast included. You see, one could choose five food items from a list of 15-20. It sounded good, but we didn't know that each item would arrive at different times and often after we had to remind the service staff to bring it to us 3 or 4 times. The only thing worse than the service was the food, with cold potatoes and eggs. Michele asked for milk for her coffee, and we think that may have been the first time a request of that type was ever made to the wait staff, based upon the look on their faces (it also took them 10 minutes or more to bring it to her). It was so bad it actually was quite funny, so much for a complimentary breakfast!

Back at the car show, about 60-70 cars were entered, mostly late models and including two ZR-1s. Walter had won a trophy the year before and wanted to repeat. This was the tenth anniversary of this show, and entrants included cars from as far away as Saskatchewan, Simi Valley, California, Houston, Texas and Oklahoma.





Walter with his Trophy and his 2010 ZR1

The judges picked their favorite 20 cars, and again Walter's car (or should we say Michele's car) was a winner. On behalf of Michele, Walter collected the hardware. While there, we were treated to a shootout at the OK Corral by the Tombstone Vigilantes, but we headed off just past noon because by agreement, all cars had to leave the town square by high noon.



Flag Displayed over a C6 at the Tombstone Car Show



Here's the group with some of the local stars of the Gunfight at OK Corral



We arrived in Bisbee in the early afternoon and took a short walk to find a place here we could have lunch, after the breakfast fiasco. Some of the group believed that The Savory Spot was the same restaurant the group had gone to on another trip, but now was renamed and slightly reconfigured. It was warm, the patio was apparently closed, so we decided to put two tables together for our group of eight. The menu consisted of only sandwiches, salads, and burgers and we all ordered. Kathy was bothered by

the plethora of flies in attendance and located a fly swatter to keep them away from our table.



Kathy on the attack with the fly swatter

As we talked about the morning's festivities, the writer noticed Dawn looking longingly into Manny's eyes, but a few moments later, she let out a tremen-



mendous shriek!! She thought Manny as playing footsie with her, only to find out that what was caressing her leg as an eight-inch behemoth centipede.



Dawn demonstrating size of the centipede

We're currently researching the Guinness Book of World Records to see if this is the largest centipede on record!!!! Fran thought anything that big belongs in a zoo!



Manny almost jumped on his chair, and we all scattered looking for this devilish creature. The waitress implored us not to kill it because it ate all the bugs in the restaurant (no wonder he was so big!!!!).



With the girls now in shock, they decided there was only one thing to do after we checked into the Copper Queen Hotel----you guessed it, they went shopping. The boys went to the bar and were entertained by Terry Wolf, a contemporary country and western singer who seemed to sing better the more cocktails we had. Some of the girls bought clothing and jewelry and came back exhausted by the events of the day. We had a wonderful dinner at Cafe Roka, and this time the food as excellent and the group had no real issues. We returned to the hotel and took over a seating area on the second floor, recounting that the Hotel is rumored to be haunted. Mark and Kathy were staying in the "Billy" room, one of the three famous hotel ghosts. Fortunately, we were all tired and relaxed by bedtime and no sightings of any ghosts occurred----even as the clock struck the wee hours of 10/10/10.



The next morning we checked out of the hotel and drove to the Chiricahua National Monument, which has awesome rock formations that have been shaped by water and wind erosion. The spires have different formations and spread over miles of canyons. The park has driving and walking trails and has great natural beauty. This was the first time most of our group had visited this National Park, and we all enjoyed it.







The ride home had to include another food stop (does this sound like a recurring theme?). The Club members found the Apple Farm in Benson on our summer trip to Mt Graham, and returned for lunch and their famous apple pie desert. The apple pie is huge, tasty, and costs only three dollars. Manny really likes his desserts, and his smile got even bigger the more apple pie he ate. After that, the group, led by Walter, returned home with great memories of this weekend. We had lots of laughs, a trophy, a run-in with a behemoth insect, Bisbee souvenirs, and lots of fun driving our Vettes across hill and glen. It doesn't get any better than this.

Ken



Jerry Earl racing his LOW FIN SR-2 Corvette during 1956 season

If you want to see some old time Corvette race cars, with sound effects and music, click on this link: <http://www.youtube.com/watch?v=EXG2iORBgi0&feature=related>

SAVE THE DATE!

FIRST SATURDAY EVERY MONTH!

***Impromptu Car Show at Coffee Bean & Tea Leaf at Gainey Ranch Shops,
8877 Noroth Scottsdale Road***

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

In the summer the cars arrive fairly early in the morning - 8:00 or earlier. In the cooler months a little later.

SEE YOU THERE ON NOV. 6TH?

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CANYON LAKE CRUISE

By Dawn Siprut

Photos by Mark Bales & Dawn Siprut



Five cars met at Starbucks on a beautiful Saturday morning, October 23, to caravan to one of the Jewels of Arizona, Canyon Lake. The participants included Mark & Kathy Bales, Dawn & Manny Siprut, Bob & Judi Findsen, Gary & Kathy Gash, and our fearless leader, Walter Juessen. We were joined by Dick & Linda Gutherless after we arrived at the Lake.

Our route took us from the 101 S to the 202E to Hwy 88 which becomes the Apache Trail as it enters the Tonto Natio-

Canyon Lake Cruise

National Forest. On the way, we made a stop on Hwy 88 at Goldfield Ghosttown, which is just down the road from the Lost Dutchmen Mine Museum.

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Check out Walter's Bordello & Hardware!

The town is a replica of an old mining town complete with a train, mercantile, restaurant, church, mining camp and even a bordello. There were lots of shops selling various trinkets and we all meandered through the main street to check it out. Once we had seen enough, we got back on the highway and headed towards the Apache Trail.





As you enter the Tonto National Forest the scenery is spectacular with majestic views of the mountains for the approximately 15 mile drive to Canyon Lake. The road curves through the mountains and some of our drivers couldn't go as fast as they would have liked due to the slower traffic ahead, which most of us passengers were thankful for!

We arrived at Canyon Lake and purchased our tickets for an excursion on the Dolly Steamboat. The Dolly Steamboat is a double decker "mock" paddle wheel style boat which took





us on a 90 minute cruise of the lake. The scenery was breathtaking . Our captain recounted some of the legends and lore about the Superstition Mountains and we were fortunate enough to spot several Bighorn Sheep and even a Peregrine Falcon .



Click on the photo to see a larger view of the bighorn sheep in the lower right corner.



At the conclusion of our excursion, we had lunch together on the deck at the Lakeside Restaurant overlooking the beautiful lake and mountain scenery.

Canyon Lake Cruise

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After lunch, most of us caravanned back to Scottsdale together. It was a great way to spend a Saturday enjoying the beautiful weather and scenery, the cars, and most of all the company!! Thanks to Walter for organizing another successful trip-and no u-turns were required!



The beauty that is Canyon Lake



BOOK REVIEW

By Dorinne Dobson

DEAR MONEY

By Martha McPhee

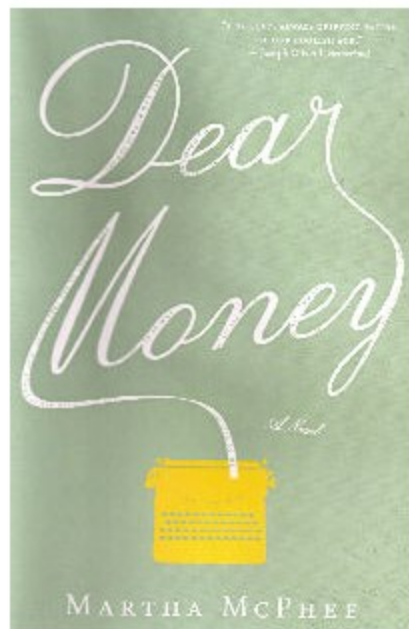
Dear Money is a very timely story, about a novelist, India Palmer, who was successful early in her writing career, winning awards and acclaim, but never making a lot of money with her books. Her husband, Theodor, is a sculptor, designing and producing art objects from scraps, metal, cast-off items. They live in New York City with their two young children in a lifestyle that they are having trouble supporting. Theodor's big commissioned project is dragging along, with expenses but with insufficient income until it's completed. While visiting friends at their beach home in Maine, India meets Win, a dashing young man in the mortgage-backed securities business, who has a dramatic affect on her. He challenges her to come to work for him and says that in 18 months he will make her a world class bond trader. Periodically, India runs into Win and he reminds her that the challenge is still open.

One day, feeling particularly desperate about their financial straits, she follows up with Win and goes to work for his company. The story evolves into India's adventures in the day-to-day securities trading business. She enters the business about three years before the bottom falls out due to the plethora of subprime mortgages and high-risk transactions.

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Though she tries to leave her life as a writer behind, India sees the intrigue in writing about her career change. She muses at one point in the book: "Wouldn't that make a title? *Dear Money*. It's actually a British financial term for money that's tight, hard to get - frozen credit markets." One wonders if, after the fall of the market, she will go back to writing novels - but the author leaves us to speculate on this question.

This book is a light read, with a timely topic. It provides an interesting peek into the lives and personalities of bond traders. And if you love New York City, you will enjoy the descriptions of the city and the lifestyle.



MICHAEL BULFER'S FIRST FIREBIRD RACETRACK ENCOUNTER

On Friday, October 29th at approximately 6:30 a.m., Bonnie and I headed out of Cave Creek for the Firebird Raceway in Chandler, Az. We were attending a high speed event sponsored by ProAuto Sports.

We left with me leading in the Corvette and Bonnie in the Chrysler (Bonnie calls it the "Tow Vehicle"). I had packed all the tools, tape, helmet, gloves, sun screen and a cooler the night before so leaving at 6:30 a.m. was not a problem. It was a quick drive down the 101 to the 202 and Wild Horse Exit on I10. We arrived at 7:30 a.m. at the Main Firebird entrance gate. One of the car groups was already racing around the West Track when we arrived at 7:45 am. The sound of high revving engines on the track got my juices flowing, plus the weather seemed great so I was in heaven.

From the main gate we were directed to the ProAuto Sports trailer by the pit entrance. There Bonnie waited outside, while I took part in the first of two classroom sessions which are mandatory in obtaining a Street Car ProAuto Sports high performance license. John Devine, an ASA instructor, lead the first session which explained on-track passing, the flags that are used during track time and other rules to be observed

during the day. John also spent a large amount of time/training on safety procedures on track which I liked. He also covered the basics of on-track driving, braking, acceleration, turn-in, apex, early apex and late apex. After about 50 minutes, we finished the first class and John sent us out for our first of four scheduled track sessions.

To begin the first session, I went back to my car, got belted in, with helmet and gloves and headed for the grid. There the other class members were ready on the grid waiting. There were PAS instructors ready to ride with us on our first time out. My instructor, Bill, was really helpful on my first session. The West course has 11 turns, and it has a high degree of technical difficulty, several tight hairpin-type turns and some higher speed sweeping turns and some sharp cut-back turns, all on 1.1 miles. Thankfully most of the track is on the same level so no up or down hills. Bill talked me all the way through each lap and telling me where to have the car for the best line in setting up for each turn, where to break and where to turn in. There are cones on the side of the course to help with this, but when you are new and have never been on the course they don't mean much until your instructor gives you the heads up on where they are and what to do at each cone-marked spot. First session completed with me just starting to know where the track was and kind of what I should be doing. Exciting, got the blood flowing.



Mike heading for Turn 1



Mike into Turn 1



Mike and Bill coming in at the end of Session 1



Michael's Vette on back straightaway

Michael Bulfer's First Firebird Encounter

Bonnie took a picture as we exited the track on the first session, which was cool.

Back to the classroom for more driving technical discussion, again more safety tips, especially on passing slower cars. John was joined by Larry Pond, who started the whole ProAuto Sports Association. The ASA has 15,000 driver members worldwide and has insurance available for track sessions once you have your license. Cost is \$125/yr. Larry is 74 years old and raced GT40s at LeMans and developed the Cadillac Le Mans racer for GM. He's a very nice and approachable guy, a road race legend.

After Larry's presentation we went back out to our cars for session number two at 11:30 a.m. This session went quite well for me, the car was running well, a little hot on the water temp. Bill was with me again to give direction on where to be and that being smooth is faster than herky jerky. I was feeling more comfortable on the track and began to be able to look ahead at the next turn while exiting the existing turn. Great Stuff, when you can do it.

Tires were sticking well, brakes were also doing well. Van Chevrolet had just flushed my brake fluid earlier in the week so I was happy all was well with the brakes. Good job by Van. We concluded Session 2, Bonnie had taken some pics. She was happy she was able to get a picture of the speeding

car, which takes some practice. It was lunch time so Bonnie and I headed off track for lunch at the McDonald's on the east side of I10. We had a leisurely lunch and headed back to Firebird for Session 3.

This time no instructors were in the cars with the new members, plus we had some additional cars from the Red Group. I was late getting on the track and then held up, because a fire department ambulance just pulled in front of me. Someone had a health issue not related to the track business. So when I went out I was alone for most of the session, just trying my best at learning and testing my limits. After about 6 laps a Silver C6 Corvette (not a new member) got up behind me and coming out of turn 4 the Silver Corvette screamed by me. It had a very loud exhaust, chrome wheels and was in pristine condition.

I was not surprised by the C6 Sport but about a lap later a Miata was fast approaching me??? Again in coming out of turn 4 the Miata blows by me down to turn 5. This time I was able to stick with the Miata for the next lap until the checkered flag came out. I was getting hot and tired by the last lap and actually had two wheels off course coming out of turn 4 when the checkered flag waved. The car was hot and so was I. By the time I got back to Bonnie in the pits, she saw me and suggested we skip Session 4 and go home, which I did not protest. Leaving the track we stopped at a

Michael Bulfer's First Firebird Encounter



Mike and Bonnie at Firebird Race Track

gas station to fill up for the ride home. I burned about 6/10ths of a tank of gas on the 3 sessions participated.

In the gas station, I pulled next to the same Miata that passed me on the third session. The owner was getting gas too. I congratulated the guy on being such a fast driver. He motioned me over to his car and opened his hood. The Miata

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had an L82 Corvette engine in the little engine compartment, so I did not feel too bad in getting passed by a Miata after all!!!

We had an uneventful drive back to Cave Creek, with Corvette, driver (Michael), tow vehicle and tow vehicle driver (Bonnie) all intact. Great day at the track!

We are looking forward to the next PAS event on Nov 27th on Firebird's East Track.

Mike and Bonnie



If you change your email address, or your home address, or your phone number, or if you get a new or different Corvette, **PLEASE**

**DON'T FORGET TO LET THE
MEMBERSHIP DIRECTOR
AND THE NEWSLETTER
EDITOR KNOW!!!**

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

November 6-7

Thunder Vette Set
Car Show & Rally on Saturday
Low-Speed Autocross on Sunday
Sierra Vista, AZ
Contact Wallace Ricks, 520.249.8612

November 20

Arizona Competition Corvettes
4 Low Speed Autocrosses at Phoenix Muni. Stadium
West Parking Lot
Contact Paul Hamersly - LT4CE@YAHOO.COM

November 21

Desert Corvette Association
3 Chance Rallyes at the Pavillions in Scottsdale
Contact: Gil Fidler - gefidler@cox.net



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***SCC WOMEN!
SAVE THE DATE!***

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

***WATCH YOUR EMAIL FOR
DETAILS ON THE NOVEMBER DINNER***

Editor's Note: Here is an article I thought would be interest to some of you members who are planning to attend the Barrett-Jackson auction in January. The seminars described are definitely of interest to all of Corvette owners. You can register for the seminars on line. I don't know whether they fill up early or not, but thought an early heads'-up would be a good idea.

Corvette Market Seminar at Barrett-Jackson

Keith Martin's Corvette Market Seminar is slated to take place on January 20th, 2011 at the Barrett-Jackson auction from 9:00 a.m. to 11:00 a.m. in Scottsdale, Arizona. This is the 4th Annual Corvette Insider's Seminar produced by Keith Martin, and this is Barrett-Jackson's 40th anniversary celebration.

As with last year, there will be two segments. The first will be: "Changes in the Collectible Corvette Market" in the past 12 months and "Restore or Preserve," an update on current thinking and trends. The second will be: best buys for pleasure and best buys for investment under \$25,000.00, \$26,000.00 to \$50,000.00, and \$51,000.00 to \$100,000.00. Corvette Market publisher Keith Martin will lead the discussion and the Corvette Market panelists include: Terry Michaelis of ProTeam Corvette, David Burroughs of Bloomington Gold, Jim Jordan of County Corvette, Kevin Mackay of Corvette Repair, Michael Pierce NCRS senior judge, Roy Sinor NCRS national judging chairman, and Mike Yager of Mid America Motorworks.

Admission is free to CM and SCM subscribers, registered Barrett-Jackson bidders and consignors, owners of Bloomington Gold certified Corvettes, and NCRS members. To register, go this website:

store.vette-market.com/ProductDetails.asp?ProductCode=SEMINAR-00

1. Cost is \$10 if you are not a member or subscriber listed above.

I ran across this website: www.danaforrester.com where you can have a painting of your Corvette made from photographs of your car. Dana Forrester is the artist, and you can choose locations significant to you or use some of Dana's famous brick-wall signs, as in the painting below. Don't know the cost of such an endeavor, but thought it was an interesting idea in which some of you might be interested.

Dorinne





*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!*