



# NEWSLETTER

November-December 2012



New Members Rick  
& Kathy Cartell's '61  
Honduras Maroon  
Convertible





Nov-Dec 2012 A Newsletter for Corvette Enthusiasts 97 Members

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

Dorinne Dobson, Newsletter Editor  
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*In this issue...*

*Trip to Walnut  
Canyon, Fajita  
Fandango, Trip to  
Temecula/San Diego,  
Prescott Corvette  
Show, Remember  
When, Coming  
Events, 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



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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.*

## 2012 Board of Directors

### **President**

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

### **Vice President and Secretary**

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

### **Treasurer**

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

### **Activities Director**

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

### **Governor**

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

### **Membership Director**

Mark Bales (480) 471-7365

## SCC Birthdays!

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### November

Joe Cheesebrough - Nov. 1  
Kathy Bales - Nov. 2  
David Forwood - Nov. 3  
Connie Cassel - Nov. 4  
Dawn Siprut - Nov. 14  
Jere Pallister - Nov. 16  
Lyn Trayte - Nov. 16  
Judi Findsen - Nov. 27  
Barbara Follette - Nov. 30  
Manny Siprut - Nov. 30



### December

Steve Patricola - Dec. 7  
Rick Cartell - Dec. 11  
Steve Bidwell - Dec. 14  
John Runyon - Dec. 16  
Sharobn Quigley - Dec. 20  
Terry Patricola - Dec. 24  
Bill Follette - Dec. 29



## **Coming Events!**

Nov. 10-11 - Trip to Kartchner Caverns

Nov. 14 - Club Dinner Meeting

**NO VETTE VIXENS DINNER/MEN'S POKER NIGHT!**

Dec. 5 - Board Meeting

Dec. 8 - Toy Run/Holiday Party

**NO VETTE VIXENS DINNER/MEN'S POKER NIGHT!**

Jan. 9 - Club Dinner Meeting

Jan. 16 - Vette Vixens Dinner-Men's Poker Night

Jan. 23 - Board Meeting

Jan. 26 - Chinese Lunch and Tour of Tovrea Castle

Feb. 13 - Club Dinner Meeting

Feb. 20 - Vette Vixens Dinner - Men's Poker Night

Feb. 23 - Mystery Trip

Feb. 27 - 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 Cruisers**

*Welcome to New Members Rick & Kathy Cartell, whose beautiful 1961 Honduras Maroon Convertible is featured on the cover of this issue! For another view of this beauty, turn the page.*

*Welcome to New Member Patrick Dennis, whose 2012 Crystal Red Grand Sport is pictured on the next page.*

*Welcome to New Member Phillip Merrill with his 2011 Black Z06. See Phil and his Vette on page 9.*

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





*At left, another view  
of Rick & Kathy  
Cartell's Honduras  
Maroon C1  
Click on the Photo to  
Get a Better View*

*At right, Patrick  
Dennis's 2012 Grand  
Sport  
Click on the stripes  
to see a better view*





*Phil Merrill and his 2011 Black Z06*

***WELCOME! IS THIS A RECORD?  
FOUR NEW MEMBERS IN ONE  
TWO-MONTH PERIOD!***



## FROM THE DRIVER'S SEAT

By Ken Harder

As was previously announced, Steve Hoffman, an avid Corvette enthusiast and SCC Club member, passed away on October 20, 2012. Our thoughts are with his wife, Sandie, and his children, Mike (and his wife Maggie and granddaughter Natalie) and daughter Trish Hoffman Drysdale and her husband Michael.

Membership renewals are being processed as of this writing, and we believe that our renewal rate will exceed 90%, one of the highest in the last few years. As anticipated, Patrick Dennis and Rick and Kathy Cartell became members in September, and Phillip Merrill joined the Club in October. Please say hello to all of our new members at our next meeting.

Numerous activities, both Club-sponsored and some "unofficial" events, have occurred over the past two months with good participation from our Club members. We had eight cars go to Walnut Canyon in September, four members attended the Prescott Car Show on September 29 with Rollie and Lyn Trayte capturing a second place trophy (see accompanying article), and 35 members attended the Fajita Fandango House Party hosted by the Patricola's, also on the 29th. The food and refreshments were great, and the ladies made a holiday jelly as part of the festivities. In October, seven cars went on



Ken and Fran



## From the Driver's Seat

to Temecula/San Diego which included a stop at the Mission in San Juan Capistrano, a free day in San Diego where members visited Sea World, the Miramar Air Show, met with family or just enjoyed the local sights. A dinner cruise of the Bay on Saturday night capped off another great SCC road trip. On October 20, 11 cars attended the Scottsdale Polo Event Championships at Westworld, and we had a great time displaying our cars for all in attendance to enjoy, watching and learning about polo and, of course, people watching! It was a fun event and everyone had a good time, with the Club recognized in the program as an event partner and sponsor. Vette Vixens had great dinners on September 19 and October 17, and the Men played poker on those same nights. Please note that there will be no Vette Vixens or Men's Poker in November or December. In November, Walter already has twelve cars scheduled for the November 10 and 11 trip to visit Kartchner Caverns

and the Titan Missile Museum.

Please remember to mark your calendars for our Toy Run and Holiday Party, which is scheduled for December 8. Walter has just sent out the details for this event, which is our most popular event of the year. We will be supporting Toys for Tots, benefitting the US Marine Corps, in conjunction with Van Chevrolet. Afterwards, we'll enjoy great food and refreshments at our annual Holiday Party. Hope to see you all there.

One last item: Board elections will take place at our November 14 meeting. The Board has decided to expand the number of positions to seven. Three Board members, whose terms are expiring (Manny Siprut, Mike Cassel and Mark Bales) have volunteered to continue to serve, and Mike Lipsky has agreed to become our seventh Board member. As there were no other candidates nominated, we will elect these

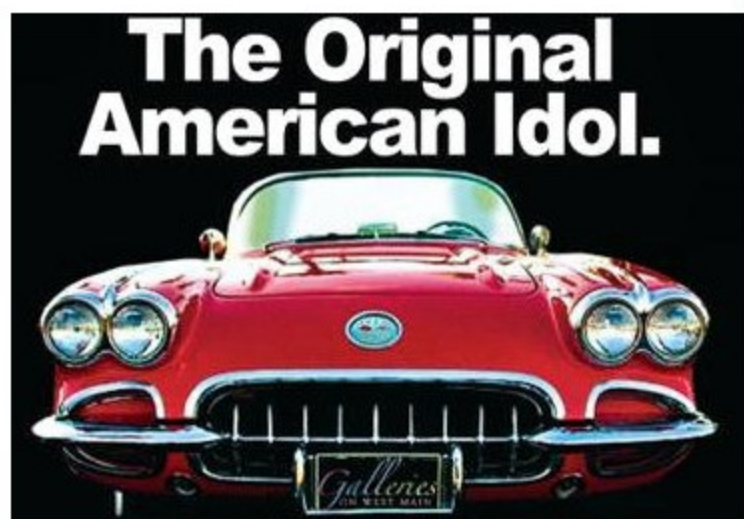


## From the Driver's Seat

two-year terms on November 14.

A big thank you to the Board members and Dorinne for all their hard work, and we hope to see you at one or more of our upcoming events! Best regards.

Ken



## ***SCC MEMBERS WITH NEW CORVETTES!***



*Here's Bob and Roseann  
Ostapovich's new 2012 Cyber Gray  
Coupe!*

## Editor's Corner

Another whopping big newsletter for your perusal! I hope you enjoy it as much as I

enjoyed putting it together. We had a couple of extraordinary events during the last two months. The quarterly ethnic dinner turned into a private party at Steve and Terry Patricola's with a Mexican theme - what fun that was! And we were invited to the Scottsdale Polo Championship games at Westworld, which turned out to be a new and interesting experience.

Thanks to all our new members for sharing photographs of their Corvettes for the newsletter. Don't you love the Honduras Maroon (this rare color was only produced in 1961 and 1962) Corvette on the front cover, proudly owned by, and photographed courtesy of, Rick and Kathy Cartell. And Patrick Dennis' 2012 Grand Sport and Phil Merrill's 2011 Z06 are not too shabby either!!

Please check out *Remember When* near the end of the newsletter to see an article and two photographs from an early newsletter that consisted of two pages, and those were the only two photographs in the whole newsletter. We have definitely come a long way in our newsletter publication, for which we can thank Mark Bales who inaugurated the Desktop Author program for the Club. You might also note that some of us look a little younger in the photographs from October 1999.

Thanks to everyone who contributed articles, photographs and ideas for this issue.

Dorinne



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





## Welcome to the Scottsdale Corvette Club Store

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

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

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

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

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

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



# ***TRIP TO FLAGSTAFF AND WALNUT CANYON***

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*Story by Christine Mann Pallister*

*Photos by Mark Bales*





### *Trip to Flagstaff and Walnut Canyon*

*On Saturday, September 15, seven Corvettes left for Flagstaff with Walter and Michele in the lead and Mark and Kathy riding tail. Traffic was heavy initially but thinned somewhat as we progressed north. It was a treat to have plenty of power on the grades even when we were already zipping along.*

*Right after we passed Munds Park, the Cassels joined us in their non-Corvette. Soon we arrived at Little America and were seated in their spacious dining room with a good view of the woods. We did not solve most of the problems of the world over lunch, but we briefly worked on a few.*



*Having lunch:  
At left, Mike and  
Connie  
Above, Terry and Steve  
Below, Karla and Al*







*Top left, Jeri and Christine  
Bottom left, Sherre and Lloyd  
Top right, Kathy and Mark  
Bottom right, John and Norma*





*Walter and Michele*

*After lunch we had a short drive to Walnut Canyon National Monument. It is a lovely canyon with dramatic rock features and numerous cliff dwellings. The canyon had been used by various archaic peoples but was occupied most recently between 1125 and 1250 A.D. Walnut Creek probably did not flow all year even then, so the people used a variety of water conserving and rationing measures.*



*Couples in our group chose between the two trails which started at the visitor center. The rim trail was fairly level and paved. It led to several lookout points from which we could see the other group on the canyon trail way down winding their way around a huge tower of rock with cave dwellings in it. The group that did the canyon trail had quite a hike with the big elevation change and the thin air at 6800 feet.*

*After recuperating at the visitor center, we went separate ways, but most of the group returned via Oak Creek Canyon. On the way to Flagstaff, Walter found a new/old stretch of Route 66, at least he claimed it was Route 66. Yes, sure!*





*ON THE TRAIL:*

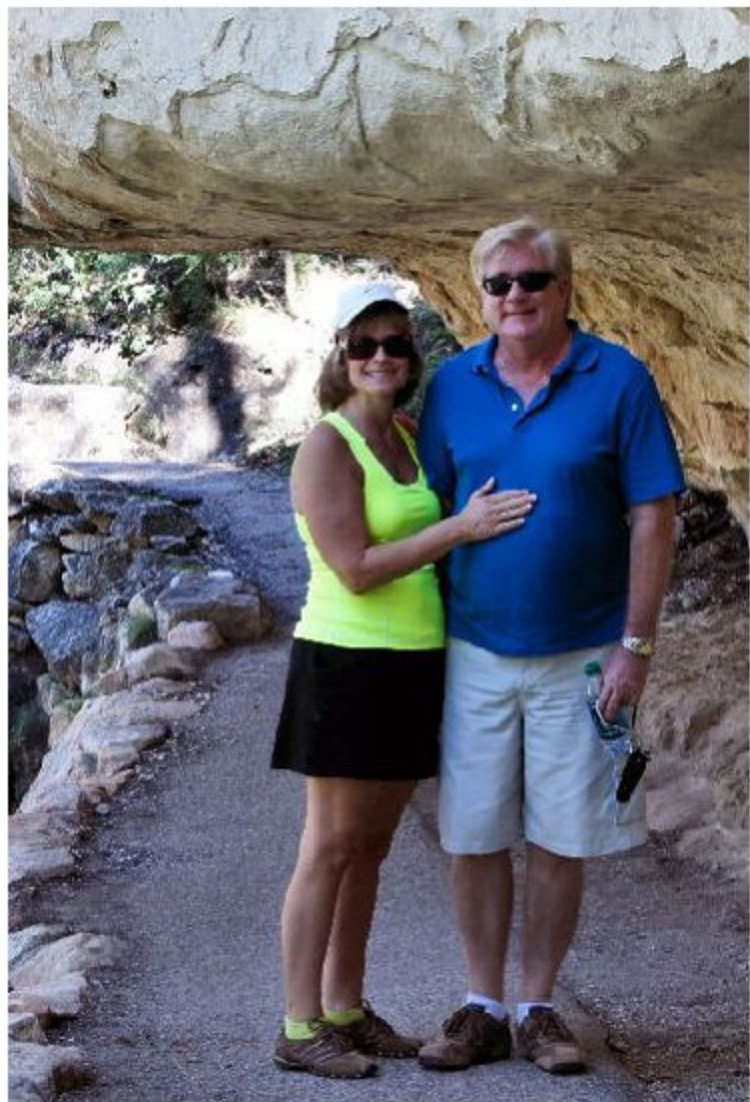
*At left, Walter and Michele*

*Above, Christine and Jere*





*Above, Kathy and Mark  
At right, Karla and Al*







*The Walnut Creek Ruins as it looks today*





*Diorama showing how the Walnut Creek dwellings looked "back in the day"*



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

**CAROL BRANDWEIN'S NAME WAS DRAWN AT THE OCTOBER MEETING. CAROL WAS NOT PRESENT, SO THE PRIZE IN NOVEMBER WILL BE \$125. YOU COULD BE THE LUCKY WINNER, BUT YOU MUST BE PRESENT TO WIN!**

## **SAVE THE DATE!**

**FIRST SATURDAY EVERY MONTH!**

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

***All kinds of exotic cars in the parking lot for a drive-up car show. In the summer the cars arrive fairly early in the morning - 8:00 or earlier. In the cooler months at 9:00.***

**SEE YOU THERE ON DEC. 1?**





The following press release from GM Media Services was issued on October 24, 2012:



## All-New 2014 Corvette LT1 V-8 a Technological Powerhouse

**DETROIT** – When the all-new 2014 Chevrolet Corvette arrives late next year, it will be powered by a technologically advanced, racing-proven 6.2L V-8 delivering an estimated 450 horsepower and helping produce 0-60 times in less than four seconds.

The new Corvette LT1 engine, the first of the Gen 5 family of Small Block engines, combines several advanced technologies, including direct injection, Active Fuel Management and continuously variable valve timing to support an advanced

combustion system.

"Our objective for the development of the all-new LT1 was to raise the bar for performance car engines," said Mary Barra, senior vice president, global product development. "We feel that we have achieved that by delivering a true technological masterpiece that seamlessly integrates a suite of advanced technologies that can only be found on a handful of engines in the world."

"What makes this engine truly special is the advanced combustion system that extracts the full potential of these technologies. The art and science behind that combustion system make the Corvette LT1 one of the most advanced V-8 engines in the world," said Barra.

Output, performance, and fuel economy numbers will not be finalized until early next year, but the new LT1 engine is expected to deliver:

- The most powerful standard Corvette ever, with preliminary output of 450 horsepower (335 kW) and 450 lb.-ft. of torque (610 Nm)
- The quickest standard Corvette ever, with estimated 0-60 performance of less than four seconds



## 2014 Corvette LT1 V-8

- The most fuel-efficient Corvette ever, exceeding the 2013 EPA-estimated 26 miles per gallon on the highway.

"The Holy Grail for developing a performance car is delivering greater performance and more power with greater fuel economy and that's what we've achieved," said Tadge Juechter, Corvette chief engineer. "By leveraging technology, we are able to get more out of every drop of gasoline and because of that we expect the new Corvette will be the most fuel-efficient 450 horsepower car on the market."

### Advanced combustion system optimized with 6 million hours of analysis

"The Corvette LT1 represents the most significant redesign in the Small Block's nearly 60-year history – building on its legacy to make one of the world's best engines even better," said Sam Winegarden, vice president, Global Powertrain Engineering. "More than just great horsepower, the LT1 has been optimized to produce a broader power band. Below 4,000 rpm, the torque of the Corvette LT1 is comparable to that of the legendary, 7.0L LS7 out of the current Corvette Z06."

The LT1 is a sweetheart of a power plant and drivers will feel its tremendous torque and power at every notch on the tachometer."



Increased power and efficiency were made possible by an unprecedented level of analysis, including computational fluid dynamics, to optimize the combustion system, the direct injection fuel system, active fuel management and variable valve timing systems that support it. More than 10 million hours of computational analysis were conducted on the engine program, including 6 million hours (CPU time) dedicated to the advanced combustion system.

Direct injection is all-new to the engine architecture and is a primary contributor to its greater combustion efficiency by ensuring a more complete burn of the fuel in the air-fuel mixture. This is achieved by precisely controlling the mixture motion and fuel injection spray pattern. Direct injection also keeps the combustion chamber cooler, which allows for a higher compression ratio. Emission-



## 2014 Corvette LT1 V-8

sions are also reduced, particularly cold-start hydrocarbon emissions, which are cut by about 25 percent.

Active Fuel Management (AFM) – a first-ever application on Corvette – helps save fuel by imperceptibly shutting down half of the engine's cylinders in light-load driving.

Continuously variable valve timing, which GM pioneered for overhead-valve engines, is refined to support the LT1 AFM and direct injection systems to further optimize performance, efficiency and emissions.

These technologies support the all-new, advanced combustion system, which incorporates a new cylinder-head design and a new, sculpted piston design that is an integral contributor to the high-compression, mixture motion parameters enabled by direct injection.

The LT1 head features smaller combustion chambers designed to complement the volume of the unique topography of the pistons' heads. The smaller chamber size and sculpted pistons produce an 11.5:1 compression ratio, while the head features large, straight and rectangular intake ports with a slight twist to enhance mixture motion. This

is complemented by a reversal of the intake and exhaust valve positions, as compared to the previous engine design. Also, the spark plug angle and depth have been revised to protrude farther into the chamber, placing the electrode closer to the center of the combustion to support optimal combustion.

The pistons feature unique sculpted topography that was optimized via extensive analysis to precisely direct the fuel spray for a more complete combustion. The contours of the piston heads are machined to ensure dimensional accuracy – essential for precise control of mixture motion and the compression ratio.



Kimble illustration of 2014 LT1 6.2L V-8 VVT DI (LT1) for Chevrolet Corvette

## 2014 Corvette LT1 V-8

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### Race-proven legacy, state-of-the-art performance

The first Small Block V-8 debuted in the Corvette in 1955. It displaced 4.3L (265 cubic inches) and was rated at 195 horsepower, drawing air and fuel through a four-barrel carburetor. Five years later, V-8 power helped Corvette secure its first victory at the 24 Hours of Le Mans.

In 2012, the Small Block-powered Corvette Racing C6.R beat Ferrari, BMW and Porsche to sweep the drivers', team, and manufacturer championships in production-based American Le Mans Series GT class. These championships make Corvette Racing the most successful team in ALMS history, with a total of 77 class wins, eight drivers' championships, and nine manufacturer and team championships since 2001.

"The engine requirements for a production car and a race car are remarkably similar," said Jordan Lee, Small Block chief engineer and program manager. "In both cases, you want an engine that is powerful and efficient, compact and lightweight, and durable. That combination is what made the original Small Block so successful. Today, the in-

troduction of state-of-the-art technologies and engineering makes one of the best performance car engines in the world even better."

As an example, the new LT1 engine is 40 pounds lighter than a competitor's twin-turbo 4.4L, DOHC V-8 with similar output. That weight savings not only improves the Corvette's power-to-weight ratio, but also contributes to a near-perfect 50/50 weight balance for enhanced steering response and handling.



Direct Injection Fuel System



## 2014 Corvette LT1 V-8

The new LT1 is also four inches shorter in overall height than the competitive DOHC V-8. That also improves handling by lowering the center of gravity while enabling a low hood line – contributing to the Corvette's iconic profile, as well as ensuring exceptional driver visibility.

The new LT1 is the third engine in the Corvette's history to be so-named, with previous versions introduced in 1970 (Gen 1) and 1992 (Gen 2). All iterations of the LT1 – and all Small Block engines – have shared a compact design philosophy that fosters greater packaging flexibility in sleek vehicles such as the Corvette.

"The power and efficiency of the Small Block V-8 are hallmarks of Corvette performance," said Lee. "But, the compact size and great power-to-weight are just as important for the overall driving experience. The all-new LT1 will play a huge role in making the all-new Corvette a world-class sports car, in terms of technology, performance, and refinement."

### Engine features and highlights

**All-aluminum block and oil pan:** The Gen 5 block was developed with math-based tools



and data acquired in GM's racing programs, providing a light, rigid foundation for an impressively smooth engine. Its deep-skirt design helps maximize strength and minimize vibration. As with the Gen 3 and Gen 4 Small Blocks, the bulkheads accommodate six-bolt, cross-bolted main-bearing caps that limit crank flex and stiffen the engine's structure. A structural aluminum oil pan further stiffens the powertrain.

The block features nodular iron main bearing caps, which represent a significant upgrade over more conventional powdered metal bearing caps. They are stronger and can better absorb vibrations and other harmonics to help produce smoother, quieter performance.

Compared to the Gen 4 engine, the Gen 5's cylinder block casting is all-new, but based on the same basic architecture. It was refined and modified to accommodate the mounting of the



## 2014 Corvette LT1 V-8

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engine-driven direct injection high-pressure fuel pump. It also incorporates new engine mount attachments, new knock sensor locations, improved sealing and oil-spray piston cooling.

**Advanced oiling system, with available dry-sump system:** The LT1 oiling system – including oil-spray piston cooling – was also optimized for improved performance. It is driven by a new, variable-displacement oil pump that enables more efficient oil delivery, per the engine's operating conditions. Its dual- pressure control enables operation at a very efficient oil pressure at lower rpm coordinated with AFM and delivers higher pressure at higher engine speeds to provide a more robust lube system for aggressive engine operation.

Standard oil-spray piston cooling sprays the underside of each piston and the surrounding cylinder wall with an extra layer of cooling oil, via small jets located at the bottom of the cylinders. For optimal efficiency, the oil jets are used only when they are needed the most: at start-up, giving the cylinders extra lubrication that reduces noise, and at higher engine speeds, when the engine load demands, for extra cooling and greater durability.

An available dry-sump oiling system promotes exceptional lubrication system performance during aggressive driving maneuvers and high cornering loads. It includes two stages: a pressure stage and a scavenge stage. The pressure stage includes the new, dual-pressure-control and variable-displacement vane pump.

Dexos semi-synthetic motor oil, with a 5W30 specification, helps reduce friction to further enhance the LT1's efficiency.

**New, tri-lobe camshaft:** Compared to the Gen 4 Small Block, the camshaft remains in the same position relative to the crankshaft and is used with a new rear cam bearing, but it features an all-new "tri-lobe" designed lobe which exclusively drives the engine-mounted direct injection high-pressure fuel pump, which powers the direct-injection combustion system. The cam's specifications include 14mm/13.3mm (0.551/0.524-inch) intake/exhaust lift, 200/207-crank angle degrees intake/exhaust duration at 0.050-inch tappet lift and a 116.5-degree cam angle lobe separation.

**New, cam-driven fuel pump:** The direct injection system features a very-high-pressure fuel pump, which delivers up to 15Mpa (150 bar). The high-



## 2014 Corvette LT1 V-8

pressure, engine-driven fuel pump is fed by a conventional fuel-tank-mounted pump. The direct injection pump is mounted in the "valley" between cylinder heads – beneath the intake manifold – and is driven by the camshaft at the rear of the engine. This location ensures any noise generated by the pump is muffled by the intake manifold and other insulation in the valley.

**PCV-integrated rocker covers:** One of the most distinctive features of the new engine is its domed rocker covers, which house the, patent-pending, integrated positive crankcase ventilation (PCV) system that enhances oil economy and oil life, while reducing oil consumption and contributing to low emissions. The rocker covers also hold the direct-mount ignition coils for the coil-near-plug ignition system. Between the individual coil packs, the domed sections of the covers contain baffles that separate oil and air from the crankcase gases – about three times the oil/air separation capability of previous engines.

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### **Intake manifold and throttle body assembly:**

The LT1's intake manifold features a "runners in a box" design, wherein individual runners inside the manifold feed a plenum box that allows for excellent, high-efficiency airflow packaged beneath the car's low hood line.

Acoustic foam is sandwiched between the outside top of the intake manifold and an additional acoustic shell to reduce radiated engine noise, as well as fuel pump noise.

The manifold is paired with an electronically controlled throttle, featuring an 87mm bore diameter and a "contactless" throttle position sensor design that is more durable and enables greater control.

**Four-into-one exhaust manifolds:** The LT-1 uses a cast version of the "four-into-one" short-header exhaust manifold design used on the Gen 4 LS7 engine. The cast header passages enable consistent exhaust flow into the "wide mouth" collector at the converter.

**Cooling system, humidity sensor and more:** Additional features and technologies of the Gen 5 Small Block include:

## 2014 Corvette LT1 V-8

- A revised cooling system with an offset water pump and thermostat for more efficient performance
- Air induction humidity sensor ensures optimal combustion efficiency, regardless of the surrounding air's humidity
- 58X ignition system with individual ignition coil modules and iridium-tip spark plugs All-new "E92" engine controller.
- All new E92" engine controller.

General Motors' investment in the Gen 5 Small Block will create or retain more than 1,600 jobs in five North American plants, including Tonawanda, New York, which recently received upgrades to support its production.



**SAVE THE DATE!**  
**SATURDAY, DECEMBER 8TH!**



**We'll Caravan to Van in our Vettes to deliver the Toys, then we'll party at the Gainey Ranch Estate Golf Club! You won't want to miss this event!**





WHERE ARE YOU GOING ON  
SATURDAY, FEBRUARY 23RD?

IF YOU'RE PARTAKING IN SCC'S  
MYSTERY TOUR ON THAT DATE,  
YOU WON'T KNOW WHERE YOU  
ARE GOING TILL YOU GET THERE!

This is a trip you won't want to  
miss. It promises to be  
entertaining... and mysterious...

WATCH YOUR EMAIL FOR  
DETAILS!  
HOPE TO SEE YOU THERE!

*Thank You,  
Thank You,*

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

*Mark Bales  
Rick Cartell  
Patrick Dennis  
Jim Dobson  
Ken and Fran Harder  
Walter Juessen  
Phil Merrill  
Bob & Roseann Ostapovich  
Christine Pallister  
Terry Patricola  
Rollie & Lyn Trayte*

## FAJITA FANDANGO



A PICTORIAL ESSAY  
OF PHOTOS BY MARK BALES

COVERING THE HOUSE PARTY ON  
SATURDAY, SEPTEMBER 29,  
HOSTED BY STEVE AND TERRY  
PATRICOLA





Fajita Fandango



Above, Kathy, Sandi, Connie, Sue & Kathy  
Above right, Dawn, Terry & Carol  
Below, Gary, Larry, Mike & Manny  
Below, right, partiers by the pool





## Fajita Fandango

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Top left, Michele, Fran & Jan

Center left, Deb & Brian

Bottom left, Dorinne & Jim

Top right, Mike

Bottom right, Christina & Tom



## Fajita Fandango

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Above, Ken, Steve & Mark  
Above right, Making sopapillas  
Below right, Ken & Fran





The gals were treated to a cooking class, where Chef Andriene DiSalvo made jalapeno jelly. The Chef was also responsible for the dinner, and here's what we had to eat:

**Appetizers:** Chips, homemade salsa, guacamole, 7-layer dip

**Main course:** Chicken and steak fajitas prepared to order with boneless skinless chicken breast, steak, onions and bell peppers on soft taco-size flour tortillas

**Toppings:** Sour Cream, salsa, guacamole, grated Cheddar Cheese

**Sides:** Refried beans, Mexican rice, sweet corn, tostada shells and Condiment tray

**Dessert:** Made to order sopapillas (see photo on prior page) and Mexican snicker doodles

**Cocktails:** Sangria, red wine and beer



## Fajita Fandango



Of course, we all had to look at their beautiful Corvette in its own private garage!

This event took the place of our quarterly ethnic dinner, usually at a restaurant. We all owe a special thank you to our hosts, Steve and Terry, pictured at right, for coming up with the idea for this fun event!



MAKE PLANS NOW TO JOIN IN THE  
TRIP  
TO THE TITAN MISSILE MUSEUM AND  
KARTSCHNER CAVERNS  
NOVEMBER 10-11



WE'LL BE SPENDING THE NIGHT IN  
BENSON, AFTER TOURING THE  
MUSEUM. THE NEXT MORNING IS A  
PRIVATE TOUR OF THE BIG ROOM AT  
KARTSCHNER CAVERNS.

BE SURE TO CONTACT WALTER IF  
YOU WANT TO GO!  
JUESSEN@AOL.COM



***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 DINNER ON  
JAN. 16.***

***HOPE TO SEE YOU THERE!***



## ROLLIE'S PRIZE WINNING '73 CORVETTE!

Story by Rollie & Lyn Trayte; Photos by Rollie Trayte & Patrick Dennis





## Prescott Car Show

Without a caravan of Corvettes, we chose the more traditional approach to Prescott - around the 101 and up I-17 to the Prescott Valley exit on Friday, September 28th before the show. Remarkably, we only passed one other Vette - a C5 going the opposite direction and the guy didn't wave. While more sane than our past runs out of Wickenburg on 89A, it wasn't nearly as much fun!

We pulled into the old Prescott Motor Lodge- Brian and Joe have recruited a front office manager named Kim that carried on the tradition of offering beer, wine or soft drinks. We were amazed that the driveway and the carports were already crowded with Corvettes including one guy with a beautiful '72 roadster that proclaimed our '73 "the competition." *OK- nice to meet you too . . .* They were from the "Unofficial Corvette Club" based in the East Valley and

actually turned out to be pretty nice folks, especially when he took first in the Stock C3 category!

We met up with friends from Chandler and their fixed roof coupe at Rosa's Pizzeria just west of the Courthouse Square and enjoyed a wonderful meal, but called it an early night. We later spoke to folks at the Motor Lodge who went to the club-sponsored dinner and said it was a pretty good affair this year. After hearing about a poor experience at the dealership dinner in past years, and attending one at the Square that was under-whelming, we stuck with Rosa's - already packed at 5:30 p.m. but worth it!

The morning dawned crisp and clear, and we entered from the southeast corner of the Square about 7:30 a.m. and were assigned to park in the center of street on the East



## Prescott Car Show

side of the Courthouse. The show was organized well as had been our experience in the past although the number of people with dogs was simply remarkable. Apparently, that's the Saturday ritual here - grab old Barney the Beagle and head for town. Nice idea except for the constant barking and the fact that you really needed to watch where you were walking! Lyn opted out of the Meguiar's Spray detailing routine and hit all (well- most) of the shops around the Square looking for baby stuff since we've added two new grandsons in the past 3 months and have a 2-year-old granddaughter she loves to spoil. Last year, we found a "onesie" that was imprinted "Intake" with a Corvette logo on the front and "exhaust" on the seat. Not sure my daughter-in-law thought it was funny...

We parked next to a '78 metallic brown coupe with sheepskin seat covers - the car

had maybe been washed a year ago and the couple locked the thing up and left! Never saw them until they showed up to leave. It was really an interesting mix of C5/C6 entries that were simply 'show & shine" cars - good looking but hardly unique. THEN, there were the ghost flames, Lambo doors and hideous tuck n' roll interior jobs that found us puzzling "what the heck were they thinking?"



Great looking Tuxedo Black '67 with red stinger



## Prescott Car Show

There were more C1- C3 cars than I recall from past years including the "Best in Show"- a Sportsmans Red '54 with all the tags and history that looked like it just rolled off the showroom floor. Lots of very good looking cars . . . lots of one-off customs that were someone's version of a good idea (gone bad). But to each their own, right? The great weather contributed to a wonderful turnout with 250 Corvettes sandwiched onto the 3 sides of the Square and some wonderful people-watching as well.

We were joined by two SCC Club members and their beautiful cars- a '99 Torch Red coupe and a '12 Crystal Red GS, respectively owned by members Linda Beyerle and Patrick Dennis. We wandered the show with them, saw their spotlessly detailed cars and posed for photos for the Club. Also ran into a number of characters from the on-line CorvetteForum.com including my buddy "Scratch"- a firefighter from the West side



Top, red C1, maybe "Best of Show"?  
Bottom, Linda and Patrick





Linda, Patrick, Rollie and Lyn



## Prescott Car Show

Jan and Mary with the FRC and several others that recognized our CQRT license plate. (means Se-cu-ri-ty- my profession)

In the end, our '73 managed a pleasing second place in C3 stock - a bump up from our third place showing last year. We'd added new carpet, done some better detailing of the engine bay and the wheel wells - and added a restored set of the Corvette aluminum wheels shod with new BFG TA's instead of the steel wheels, trim rings and center caps. I think it helped present the car well.



Second Place Award

A great job by all the members of the Prescott Vette Sette and a wonderful weekend. We're already looking forward to next year - the town will set the date in January.



## Prescott Car Show

Here's the link to the winner's list and a couple of slide shows:

[www.prescottvettesette.org/carshow.htm](http://www.prescottvettesette.org/carshow.htm)

Rollie and Lyn

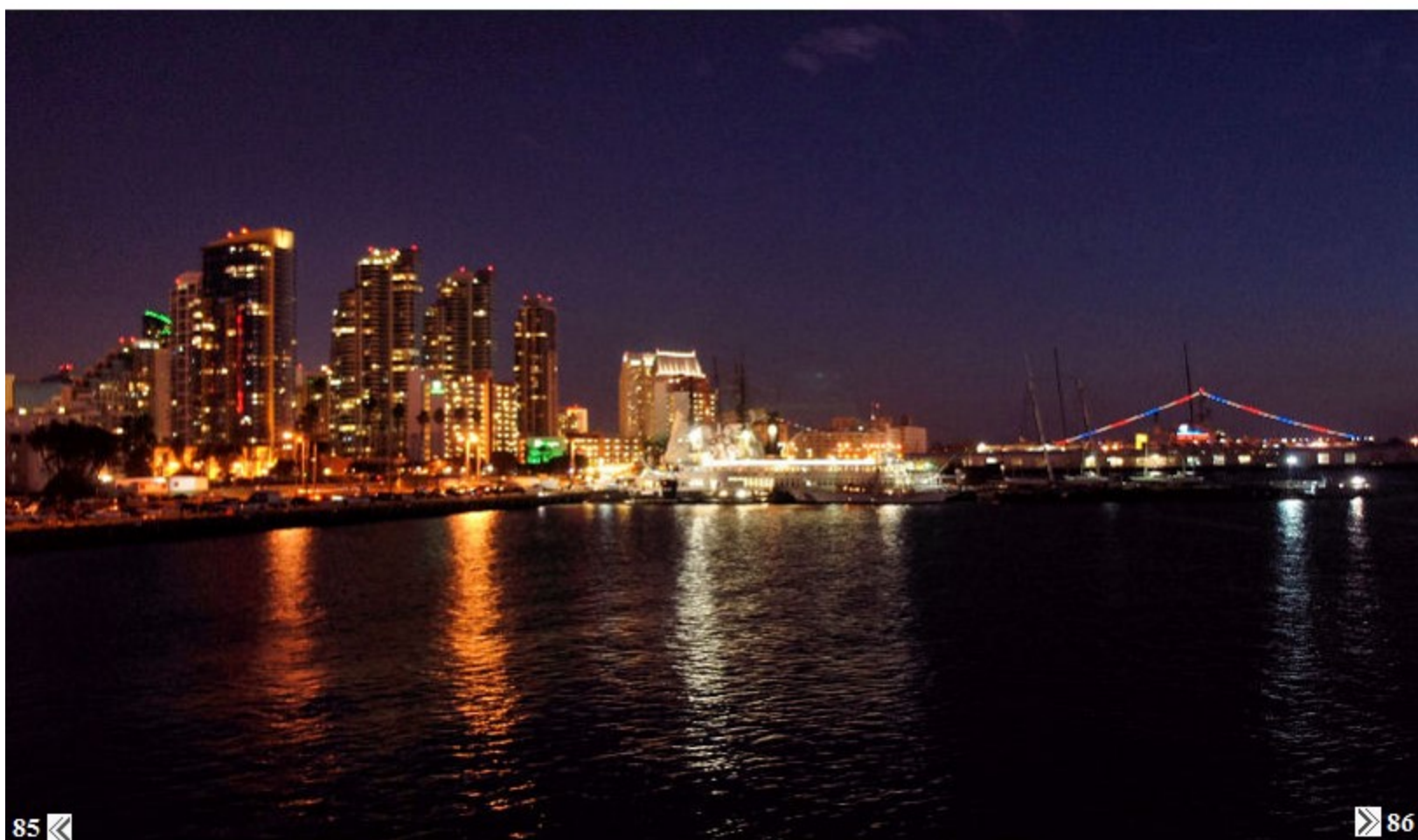


*If you've always wanted to see the Tovrea Castle on Van Buren Street in Phoenix, now's your chance! Join us on Saturday, January 26, for a tour of the Castle and a Chinese lunch! More details to follow. Watch your email!*

# ***TRIP TO TEMECULA & SAN DIEGO***

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*Story by Fran Harder; Photos by Mark Bales,  
Fran Harder & Terry Patricola*





## Cocktails in Temecula



Ken, Steve & Manny



Dorinne, Fran, Kathy, Terry & Michele





Top left, Carol, Walter & Dawn; top right, Terry, Steve & Ken; Bottom left, Kathy, Manny & Michele; bottom right, Dorinne & Jim



*Dinner in Temecula (continued)*



*At left, Michele & Mike  
Above, Mark & Fran*

*the resort) to bring us our dinners. The resort we could return to; their restaurant---not so much!*

*On Friday, Walter again demonstrated his uncanny ability to find the scenic routes that wind through mountain ranges with plenty of "S" curves and hairpin turns, much to the delight of the drivers. We*

*made a short stop at the San Juan Capistrano Mission. Some of us toured the mission while others toured the historic district where we learned that there are relatives of some of the original Spanish families who settled by the mission in the early 1700's with some still living in the original homes. We all then met for a great lunch at Cedar Creek Inn. We had a short but scenic drive along the coast on our way to San Diego where we check-*





*Lunch at the Cedar Creek Inn in San Juan Capistrano*

*ed into the Holiday Inn on the Bay. If you ever stay there, don't forget to bring your ear plugs as the train track is just behind the hotel (or upgrade to a "Bay side" room to see ocean sunsets). That evening, everyone attended dinner across the street at "Anthony's," a long time fixture in San Diego known for its fresh seafood.*



*Michele, Jim & Dawn*



*Carol, Steve, Fran & Manny*





*Ken, Terry & Mike*



*Manny & Dorinne*



*Walter & Kathy*



*Mark & Michele*



## Trip to Temecula & San Diego



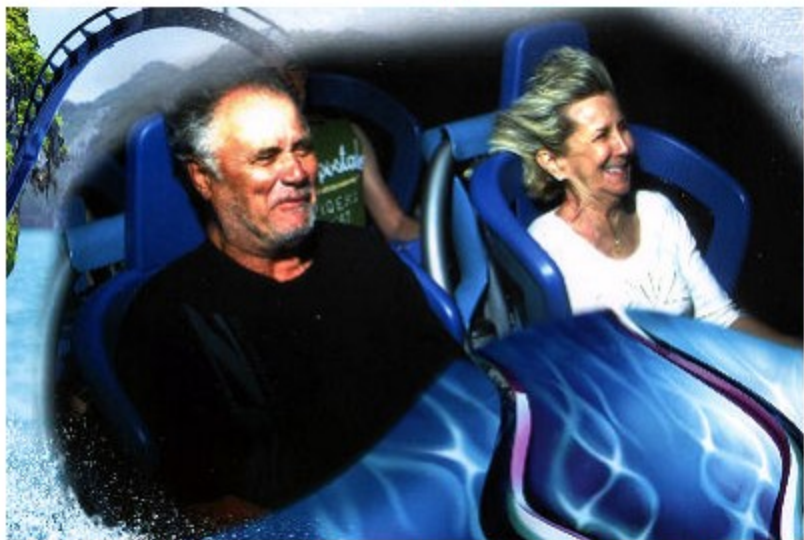
Steve proves he's old enough to drink!

Saturday was an open day for all to choose their own activities. Juessens and Bales spent a fun day at Sea World,; the Sipruts visited with Manny's brother and family, and relaxed at the Del; the Dobsons had breakfast at Richard Walker's, and then took in the local sights; and the Lipskys, Patricolas and Harders headed to Miramar Military Base for the the largest air show in the West which also featured the Blue Angels. Here I need to digress as anyone who has been on a driving trip with Walter recognizes

the need to be flexible as there may be some U-turns involved in getting to a location. Ken would have made Walter proud on the number of U-turns we needed to make on our way to Miramar!!! Using a number of aides: directions from the concierge, map quest, GPS....led us to the MIRAMAR LANDFILL....odd thing is the security guard was well prepared with maps to find the "real" entrance to Miramar as we were obviously not the only folks to end up there. Thank you GPS for your excellent directions and California freeways with your excellent signage ----NOT!!!

However, the air show was fantastic, with the pilots flying all kinds of jets and helicopters doing unbelievable maneuvers, and the servicemen and women giving military demonstrations with lots of things blowing up. There were large numbers of planes and other heavy military equipment on display which were very impressive. Terri learned how to handle a grenade launcher and I tried an AK47. Watch out, guys! Don't mess with these ladies!





*Walter & Kathy on the roller coaster at Sea World*



*The Show at Sea World*



*The Fly-By at Miramar*



*Blowing Stuff Up*



*Planes in Formation*



*Terry with Grenade Launcher*



*Fran with an AK-47 (and an airman)*

*Our evening back in San Diego produced perfect weather for our dinner cruise on the Hornblower. Champagne flowed (the group found ways to have more than one complimentary glass), dinner was delicious and music helped to fill the dance floor. Manny and Dawn again danced the night away while the Hornblower cruise toured the Bay and brought us close to the Navy fleet which is located there.*





*Terry, Steve, Ken & Fran, in back row  
Carol and Mike, in front*

*Some took a stroll on the top deck and a enjoyed a perfect moonlit night which was a perfect ending to another great SCC road trip.*

*Trip to Temecula & San Diego*

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*The Hornblower*



*Dawn and Terry*



*Kathy and Mark*



*Manny, Mike, Steve and Carol*



*Trip to Temecula & San Diego*



*Walter and Ken*



*Dorinne, Jim and Michele*



*Fran and Kathy*



*Mike and Walter looking at the escape hatch*

*SCCers on the Hornblower: Left to right, Mike, Kathy, Terry, Steve, Walter, Carol, Michele, Ken, Fran, Dorinne, Jim, Dawn, Manny and Mark*





## Trip to Temecula & San Diego

*On Sunday, we parted ways as the Harders headed to Las Vegas to continue partying with friends from Chicago, the Sivruts extended their stay in San Diego, the Dobsons headed to Capistrano Beach and Palm Springs, and the rest of our group headed home.*

*Fran*



## EVENTS OF INTEREST IN THE ROADRUNNER REGION

### December 1-2

Arizona Competition Corvettes/Corvette Club of Arizona

6 Low Speed Autocrosses

Tempe Diablo Stadium, Tempe, AZ

Contact Paul Hamersly at

LT4CE@YAHOO.COM

Flyer at [www.ncccroadrunner.com/Flyers/RR-543-046-49-RR-332-050-51-Flyer.pdf](http://www.ncccroadrunner.com/Flyers/RR-543-046-49-RR-332-050-51-Flyer.pdf)



2013 Corvette 427 Convertible

## SECOND ANNUAL SCOTTSDALE POLO CHAMPIONSHIP

Story by Ken Harder; Photos by Mark Bales & Fran Harder





## Our Day at the Polo Games

The Second Annual Scottsdale Polo Championships were held at Westworld on October 20, 2012. This was an unofficial event of the Scottsdale Corvette Club and was the result of Ken Harder's relationship with one of the Event Sponsors. Ken was contacted and the Club members were offered free tickets and admission to the Molina's Driver's and Players Lounge in exchange for our parking our Cars and having them displayed for all the people attending the Event. We were joined by Ferrari's, Porsche's and other exotic Cars which added another dimension to this up-scale and fun event.

The response from our Club members was good, and eleven Cars attended the event. The event sponsors wanted us to be there at 9:30 a.m., but the majority of our group wanted to arrive around 11:30 a.m., so we decided to meet at the southeast corner of

Thompson Peak Parkway and Frank Lloyd Wright Blvd. at 11:30 a.m. The group included the Antons, Bales, Dobsons, Lipskys, Patricolas, Redfords, Weschlers, Harders, John Prenzno/Brenda Burns, Lloyd Benner and Dawn Siprut also attending. We arrived at the height of the traffic coming to the event, and with Ken in the lead, we created our own entrance lane and were directed to parking behind the Molina tent where the Ferrari group was parked. Unfortunately, because we arrived "later" in the event, the polo horses and trailers were blocking access to the area where we were supposed to park. Ken's contact had some difficulty trying to find a home for us, and even suggested that they could clear a lane between the horse trailers. The group thought that may not be a good idea, so we made a U-turn (see--- Walter isn't the only guy who has to do this) and Ken opted to have his contact ride with Steve Patricola who then took



## Our Day at the Polo Games

lead. Steve succeeded where Ken could not, and we finally were directed to great parking near the main ticket windows and where our cars could easily be seen by the many visitors to the event.

Once we arrived, the group enjoyed lunch in the Driver's and Players Lounge, sipped Champagne and enjoyed the polo matches and people watching.





## Our Day at the Polo Games



There were three matches: Colombia vs. USA, Harvard University vs. Work to Ride (a Philadelphia-based high school that takes inner city school kids and gives them jobs at a ranch taking care of animals and then gives them the opportunity to play polo), and the feature match of the Hampton's vs. Bel Air Polo Club. Of course, this is a rich person's game as many players must have many horses, with each horse being used for only one chukka. There are four

players on a team, the match consists of 4 chukkas of 7 minutes each, and once a goal is scored, the teams change ends. The main idea of the game is to score as many goals as possible and the player can only hit the ball from the right side of his horse. In most cities, polo is a high society event with folks dressing like the Kentucky Derby, so it was only fitting that Scottsdale host these Championships. A great number of young people were in attendance, and I think everyone enjoyed the people watching as much as they did the polo event. We had seats right along the field's edge (which can be 300 yards long and 200 yards wide), and many of us got the opportunity to partake in a polo event ritual which is to have the crowd go onto the field at halftime and stomp on the divots (not the horse pooh!). The weather was great and a wonderful time was had by all. We even were given a Thank You in the program for being an



## Our Day at the Polo Games

Event Sponsor! Hope we will be given a chance to participate in next year's polo championship!

Ken



Watching the polo matches



Close up of a polo player



## Our Day at the Polo Games

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## Our Day at the Polo Games

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At left, Steve and his '66 Vette

Below, from left, Chuck, Al, Ken, Sandi, Karla, Carol, Deb, Mike, Dawn, Brian, Terry, Brenda Burns, Jim, Dorinne, Lloyd & Steve







## Thumbnail Book Reviews

I know we have lots of avid readers in the Club, so for a little something different, I thought I would include some "thumbnail" reviews of a few books I've read recently that I thought were worth sharing with you.

*The Impeachment of Abraham Lincoln* by Stephen L. Carter. The premise of this novel is what would have happened if Abraham Lincoln had not died of the gunshot wounds inflicted by John Wilkes Booth in April of 1865. Two years later Lincoln is charged with overstepping his constitutional authority, both during and after the Civil War. His defense team includes a young black woman who is a graduate of Oberlin College.

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When Lincoln's lead defense counsel is found brutally murdered on the eve of the trial, the story turns into a tale of intrigue and conspiracy reaching the highest levels of government.

*The Chaperone* by Laura Moriarty. This story was inspired by the life of silent film star Louise Brooks. Cora Carlisle is a Wichita society woman whose twin sons have gone off to college. She is feeling at loose ends, and agrees to accompany 15-year-old Louise (at the request of her mother) to New York City for the summer of 1922 where Louise is to study at the avant garde Denishawn school of dance. Cora has a secret past that she tries to uncover while in New York, and Louise is a contrary young girl who has not been disciplined by her parents. The summer in New York changes the lives of both women.

*San Miguel* by T.C. Boyle. If you read *The Tortilla Curtain* a few years ago, then you al-

# Thumbnail Book Reviews

already know that T.C. Boyle can write a charming book. However, he has written many novels, and many of them are not particularly charming. I picked up this book at the library with some trepidation, because I have been disappointed more than once by Mr. Boyle, but I am pleased to tell you that *San Miguel* is a very interesting read, albeit the story is fairly dark. San Miguel is an island off the coast of southern California near Santa Barbara. It is sparsely populated, windswept and presents a raw and forbidding lifestyle to those who live there. The story covers two families who inhabit the island, one in the 1880's and the other in the 1930's, and their struggles to make a livelihood and to survive the violent physical conditions of the island.

Dorinne



*Ken Harder mentioned that it might be of interest to the current Club members to know who is still left from the original "charter members" of the Club, when it was incorporated back in August 1999. So with a fairly large newsletter this time, I thought you all might like to acknowledge the Club members who go back to the beginning of the Club. They are:*

- Hugh and Jane Anderson*
- Lloyd Benner*
- Jim and Dorinne Dobson*
- Dick and Sue Kulczycki*
- John and Norma Parker*
- Mark Shaw*



**Remember When....**

*The original Club officers were:*

*Jim Dobson - President  
 Scott McPherson - Vice President  
 Mary Turley - Treasurer  
 Terry Turley - Activities Director  
 John Kretz - Communications Director  
 (translation: newsletter editor)*

*Here's the recount from the November 1999 Club Newsletter of one of our early trips to Verde Canyon in October 1999, replete with two photographs - that's all there were in the two-page newsletter (oh, how far we've come!):*

***Verde Canyon Trip***

*All members of the Scottsdale Corvette Club and guests escaped unharmed from our journey to Clarkdale and the great train ride.*

*Six Corvettes and a C5 pace car on steroids made the trip on Sunday, October 24, up I-17 and into the hinterlands to Clarkdale. We were pleased to have two guest Corvettes on the trip, Doug and Mary Hanson in their 1991 red coupe and Abe and Barb Feder in Barb's 1998 red roadster.*



*Jim and Dorinne Dobson, Terry Turley, and Jane and Hugh Anderson*

*The Dobsons had to leave the caravan traveling north on I-17 when their CB antenna tilted back at a 45 degree angle. Jim had engineered a fancy attachment to the fuel door utilizing duct tape to enhance the magnetic mount. After two stops to re-engineer the duct tape, we finally caught up with the carvaan at McDonald's in Campe Verde.*

*On arrival in Clarkdale, Terry picked up the train tickets for our group. While some of us ate a picnic lunch at the Verde Valley Railroad Station, the Hansons and Feders drove into twon for lunch and scouted out a restaurant for dinner.*





*From left, Abe and Barb Feder, unknown guy in white t-shirt, Mary and Doug Hanson, Dorinne and Jim Dobson, Sue and Dick Kulczycki, Debbie Usery and Scott McPherson, Mary and Terry Turley*

*Our group was altogether in the Flagstaff car, where we had comfortable sofas and chairs and were treated to hors d'oeuvres and sodas. It was a beautiful fall day, sunny and very pleasant, and we spent most of the trip on the gondola car behind the Flagstaff car, looking at the beautiful scenery and wildlife. The Verde Valley is a very peaceful, quiet place -- there were only two houses on the trip to Perkinsville, both very isolated and both for sale. At Perkinsville*



**Remember When....**

- literally a dusty stop in the road - we stopped for fifteen minutes while the train engine switched around to the other end of the train to pull us back to Clarkdale.

The train got back to Clarkdale at 5:00 p.m., and some of the group returned to Phoenix. For those of us who were hunbry and wished to stay for dinner in the area, Doug Hanson headed off to Rosalie's restaurant and reserved a table for ten for dinner. After dinner we took off down the freeway for Phoenix.

On the trip home, Doug Hanson suggested the following awards for the trip:

- \* "Wrong Way Award" - to Scott McPherson for taking the I-17 exit instead of going west to Clarkdale.
- \* "Gas Hog Award" - also to Scott for having to stop for gas in order to make it home.
- \* "Tilting Antenna Award" - to Jim Dobson for his engineering marvel.

The consensus of those with hand-held CB radios on the trip was they they do not have sufficient range to communicate effectively in a caravan.

It was a fun trip - to those members who didn't make it, you missed a good time!



**Editor's Note:** Sorry about the quality of the two photographs, but they weren't terrific in the original printed newsletter we had in our file, and scanning did not improve them. If anyone knows the guy in the white t-shirt in the group photo, please let me know.

 **AN AMERICAN R=VOLUTION**



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

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

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