



Nov/Dec 2008 A Newsletter for Corvette Enthusiasts 106 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net

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



In this issue...

***Coming Events, Trip down
the Coronado Trail,
Historic Prescott All
Corvette Show, Ethnic
Epicurean Experience,
Cars & Coffee Cruise In,
Memory Lane, And More...***



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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.

2008 Board of Directors

President

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

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

Governor

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

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

Past President

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

SCC Birthdays!

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November

Kathy Bales - Nov. 2nd
 Connie Cassel - Nov. 4th
 Sandi Ashworth, Nov. 5th
 Leon Boyd - Nov. 12th
 Dawn Siprut - Nov. 14th
 Lyn Trayte, Nov. 16th
 Mike Reagan - Nov. 25th
 Judi Findsen - Nov. 27th
 Barbara Follette - Nov. 30th
 Manny Siprut - Nov. 30th

December

Jack Weber - Dec. 1st
 Fred Rosenbaum - Dec. 6th
 Pratt Ashworth - Dec. 10th
 Steve Bidwell - Dec. 14th
 Linda Gutherless - Dec. 14th
 John Runyon - Dec. 16th
 Kathy Shires - Dec. 24th
 Janette Boyd - Dec. 28th
 Sharron Summerson - Dec. 28th
 Bill Follette - Dec. 29th



New Cruisers

Ben Walker & Scott Sheldon and their 2008 Victory Red Coupe

WELCOME TO SCOTTSDALE CORVETTE CLUB!

Coming Events!

November 12th - Club Dinner Meeting
November 15th - Desert Belle Trip at Saguaro Lake
November 19th - Vette Vixens Dinner

December 3rd - Board Meeting
December 7th - Holiday Party
December 13th - Toy Run to Van Chevrolet

January 14th - Club Dinner Meeting
January 21st - Vette Vixens Dinner
January 24th - Wind Tunnel (Simulated sky diving)
January 28th - Board Meeting

February 11th - Club Dinner Meeting
February 14th - Valentine's Party
February 18th - Vette Vixens Dinner
February 25th - 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.



From the Driver's Seat... Mike Cassel

As I sit down to write this article, it is Wednesday, November 5, 2008, the morning after the 2008 Presidential Election, and I can't help but marvel and appreciate how a great democracy like ours transfers the power, not only from one person to another but from one political party to another, in such an orderly and peaceful fashion. Regardless of who your candidate of choice was, I'm sure you agree with me and (like me) are extremely thankful we live in such a great country. God bless the United States of America!!

Now on to Scottsdale Corvette Club topics. The year is rapidly coming to a close, and I do mean rapidly; where has the year gone? 2008 has been an exciting year for SCC that included a full array of Club events, a new monthly dinner meeting location, and the addition of several new members. We will finish off 2008 with a boat tour of Saguaro Lake on November 15, the SCC Holiday Party on December 7, and

From the Driver's Seat

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our Toy Run on December 13. I hope as many of you as possible can partake in these great events and help close 2008 with a bang!

Speaking of our 2008 club events, I want to give a special "thank you" to Walter and Michele Juessen for the wonderful job they did on scheduling, planning, and executing the various events of this year. Walter and Michele along with John and Jane Runyon will be leaving the SCC board at the end of this year; their contributions to the board and the Club in general will be greatly missed. I also want to thank all of the SCC board members for all the time and hard work they devoted towards our Club!

You will see in this newsletter the 2009 schedule of events that was prepared by your current SCC board. All of the events except for two are day trips and include a wide variety of activities that should be very exciting and provide great opportunity for Corvette fellowship.

There will NOT be a December monthly SCC dinner meeting as the Holiday Party replaces that event.

Remember, drive it like you stole it!

Mike Cassel



Editor's Corner

It's almost the end of the year, and SCC Board elections are coming up. Alice, Manny and Dorinne are running for re-election. Walter will be going off the Board, and John's year as "Past President" and ex-officio Board member is expiring. It is ultra-important that everyone plan to attend the November membership meeting to vote on the election of Board members!

Also, you will note elsewhere in this newsletter that we are in need of a woman, or a team of women, to take over the coordination of the Vette Vixens dinners each month. Kathy and Jane will be putting together their last Vette Vixens dinner event in November. So you ladies who love to dine out and keep up on all the latest and greatest places you've always wanted to go to, step up and make yourselves known. Contact Kathy or Jane if you are interested in this position.

Editor's Corner

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My friend in Wickenburg, Jim Irwin, has again sent me a couple of interesting items. I hope the article from *The Los Angeles Times* on the 2009 Corvette ZR1 on page 26 and the GM press release on the Chevy Volt on page 98 will be of interest to all the guys who hunger for technical news and information.

SCC will see a little different format for activities for 2009. The Board has set up the activities calendar for the year (see Projected Calendar on page 12), and each Board member will coordinate one or more events, and solicit the membership to find a chairperson or assistant(s) for each event. So when you look over the events calendar for 2009, please contact Mike or the Board member who is listed as coordinating the event to let us know if you have an interest in chairing or helping out with any of the events on the calendar.

Save the Wave!

Dorinne

WANTED

A LEADER (OR LEADERS) FOR
THE VETTE VIXENS

POSITION AVAILABLE JANUARY
2009

FIND INTERESTING DINING
PLACES, NOTIFY ALL SCC
WOMEN, AND
MAKE RESERVATIONS

CONTACT KATHY BALES OR
JANE RUNYON IF YOU ARE
INTERESTED!



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YOU COULD BE THE WINNER!

**25 BIG ONES AT
THE NOVEMBER MEETING!**

**LINDA CHERNER WON \$100
AT THE OCTOBER
MEETING!**

Tim Jayne lost out at the Sept. meeting!

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

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PROJECTED ACTIVITIES CALENDAR FOR 2009

JANUARY

14 - Club Dinner Meeting
21 - Vette Vixens Dinner
24 - WIND TUNNEL - Manny
28 - Board Meeting

FEBRUARY

11 - Club Dinner Meeting
14 - VALENTINE'S PARTY*
18 - Vette Vixens Dinner
25 - Board Meeting

MARCH

11 - Club Dinner Meeting
14 - BAGDAD TRIP-Dorinne
18 - Vette Vixens Dinner
25 - Board Meeting
28 - Ethnic Dinner

APRIL

8 - Club Dinner Meeting
15 - Vette Vixens Dinner
18 - PIMA AIR&SPACE MUS.
- Rollie
22 - Board Meeting

MAY

1-3 - ROUTE 66 FUN RUN
- Mike
13 - Club Dinner Meeting
20 - Vette Vixens Dinner
27 - Board Meeting

JUNE

10 - Club Dinner Meeting
13 - Laser Tag - Dave
17 - Vette Vixens Dinner
24 - Board Meeting
27 - Ethnic Dinner

JULY

8 - Club Dinner Meeting
11 - Baseball @ Chase Fld.*
15 - Vette Vixens Dinner
22 - Board Meeting

AUGUST

12 - Club Dinner Meeting
?? - TRIP TO FLAGSTAFF
/REARDON MANSION *
19 - Vette Vixens Dinner
26 - Board Meeting

SEPTEMBER

9 - Club Dinner Meeting
16 - Vette Vixens Dinner
19 - Prescott Car Show *
23 - Board Meeting
26 - Ethnic Dinner

OCTOBER

9-10 - TOMBSTONE
GHOSTRIDER EVENT *
14 - Club Dinner Meeting
21 - Vette Vixens Dinner
28 - Board Meeting

NOVEMBER

7 - GIMMICK RALLY -Rollie
11 - Club Dinner Meeting
19 - Vette Vixens Dinner
NO NOV. BOARD MTG.

DECEMBER

2 - Board Meeting
6 - Holiday Party *
12 - Toy Run to Van Chev.*

* Host/Coodinator To Be Determined

CORONADO TRAIL TRIP

ARTICLE & PHOTOS BY DAWN AND MANNY SIPRUT

Coronado Trail Trip

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A monsoon storm kept us there about an hour longer than we had anticipated but once the rain let up we all made a dash to our cars and drove the rest of the way to Safford where we checked in at the Quality Inn. After freshening up we met at the Gazebo covered Jacuzzi in the parking lot for a pre-dinner drink and then walked across the street for dinner at the Manor House, a colorful place where we had a great dinner.



The trip to the Coronado Trail started on a beautiful sunny Arizona afternoon on Friday, September 12 just off the 101 at Shea Blvd. where five couples (Juessen/Cassel/Siprut/Follette/Weschler) met to caravan to Safford. The first stop along the way was in Globe at the Drift Inn Saloon, a classic old west type saloon where we bought 10 beers for \$20!





Outside the Drift Inn Saloon in Globe



Coronado Trail Trip

The next day we had breakfast at the hotel before heading out to the Coronado Trail. On the way we stopped at a scenic overlook in Morenci which overlooked a HUGE copper mining operation. The mine is supposed to be one of the largest mine leaching operations in the world.



Coronado Trail Trip

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This was our first time on the trail which Manny described as an "exhilarating drive"! Lucky for him he wasn't in the passenger seat! It's not so exhilarating from the passenger's perspective, pure "white knuckling" all the way! It is said to be the most challenging drive in the U.S., and after experiencing it, I can certainly understand why, with over 400 switchbacks. And, our team of drivers was not shy about taking it on aggressively.

Once we finished the Coronado Trail, we all met in Alpine for lunch at the Bear Wallow Café.



After lunch, we headed out to Greer to check in at the Greer Lodge Resort. Greer is a beautiful little town at the end of Hwy 373 which is also known as "The Road to Nowhere." We stayed in very nice log cabin style rooms overlooking some small fishing ponds. After moving several pieces of the outside furniture closer to the ponds we all gathered to relax and socialize while enjoying some wine and snacks.

Once we polished off all the wine that we brought with us, we walked down the street and had a few pre-dinner cocktails at Mollie Butler's, and then headed further down the street to the elegant Greer Lodge Restaurant for a fabulous meal.





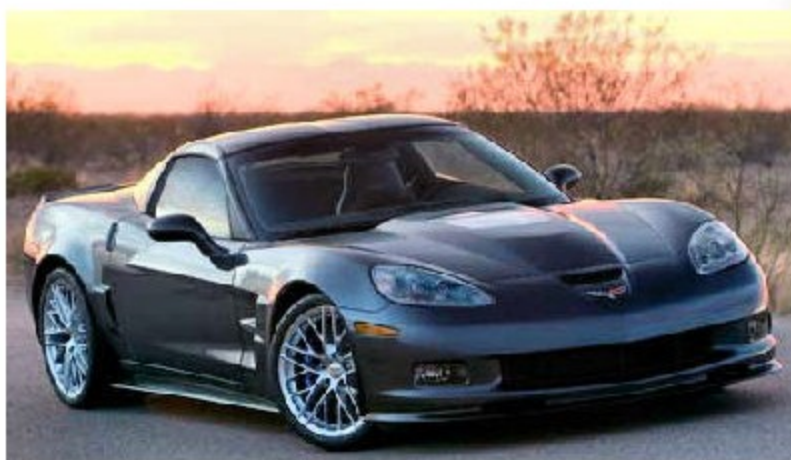
The next morning we all met at the Rendezvous Diner in Greer for a great breakfast before we hit the road for our return trip to Scottsdale. We drove back through the scenic Salt River Canyon and again stopped at our favorite watering hole in Globe, the Drift Inn Saloon, where we had lunch before heading home.

Another great trip planned by Walter & Michelle!!!

Dawn and Manny Siprut

Our friend, the car guy from Wickenburg, sent me the following article which is reprinted from the October 16, 2008 issue of The Los Angeles Times:

The rapture of the hypercar



The Corvette ZR1 burns oil for a good cause:
awesome power and agility

By DAN NEIL, RUMBLE SEAT
9:48 PM PDT, October 16, 2008

Dear Future: We're really, really sorry. Kinda got carried away, what with all the petroleum and all. You're probably wishing that we had saved a few barrels of oil for you, for airline travel and making fertilizer. And those little plastic swim fins would come in handy, now that Greenland has melted.

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I know, "sorry" doesn't feed the bulldog. What's that? You've eaten your bulldog? OK, you're just making this harder.

The problem with petroleum, you see, is that it's so utterly intoxicating, so rapturously explosive, such a giddy kick to the Newtonian groin. A gallon of gasoline represents about 125,000 BTUs of thermo-chemical energy and weighs a mere 6 pounds. To match the energy of a single gallon of gas, our most advanced lithium battery has to weigh between 30 and 40 pounds and be hooked up to a wind turbine for, like, ever.

Gasoline is the light, sweet liquor of the gods, the glowing blood throbbing in Odin's temples. . . .

Oh, right, sorry.

If gas is our combustible heroin, cars like the 2009 Chevrolet Corvette ZR1 are our big needles. This 638-hp, 205-mph, \$105,000 affront to all that is good and decent and respectable, this angry strake of carbon fiber and aluminum turns gasoline directly into moments of teary bliss. Let me tell you, it's one thing to mouth the pieties of alternatively fueled transportation -- hybrids, diesels, electrics. It's quite another to feel the arch-adrenaline of dinosaur-fueled horsepower and say, "Never again."

Some may wonder why badly bleeding General Motors would invest precious development dollars turning the al-

ready quite mental Corvette Z06 into this necromantic hypercar. Isn't the electric Volt the company's salvation?

Maybe. But because the ZR1 builds on the Corvette program -- the aluminum-and-balsa chassis is the same; the supercharged LS9 is a titanium-rod-and-crank version of the base pushrod V8 -- it represents a relatively small marketing outlay. And marketing is what it is. This car has appeared on every magazine cover from Motor Trend to Bass Masters Quarterly.

Having to get around in wooden, orphan-drawn carts, Future, it might be hard for you to appreciate what it's like to drive such a car. To begin with, in terms of comfort and usability, the ZR1 crushes comparable hypercars such as the Lamborghini Murcielago, the Porsche 911 GT2 and the Ferrari 599. To put four sets of golf clubs in those cars, as you can in the Corvette, you'd have to use a crowbar and a Sawz-All.

At around-town, light-throttle speeds, the ZR1 drives like a two-seat limousine. The cabin is comfortable and easy to enter and exit. The dual-mode magnetic rheologic dampers (don't ask) deliver a freakishly supple and smooth ride, like every road was paved that morning. It's downright unnatural. The ride compliance is especially notable given the obscenely oversized Michelin Sport Pilot tires hanging luridly out of the wheel wells(19-inchers in front and 20s in the rear).

With 320 pound-feet of torque at the flywheel at a breath off idle (1,000 rpm), the ZR1's engine is supremely tractable, quiet and refined around town. The close-ratio six-speed gearbox is slicker than a Glock soaked in KY jelly. The net of it is, then, that the ZR1 sacrifices very little to the war gods, not even fuel economy. You can stick the gearshift in sixth and get 20 mpg at highway speeds.

But you wouldn't do that, Future, oh no. And neither would we.

What you would do is line up the ZR1 on some empty straight of tarmac and nail the throttle. To do so is to throw yourself on a horsepower grenade. Even with traction control engaged, the wheel spin is enough to cause the ZR1 to sidestep in a cloud of Michelin-flavored smoke and thunder. A half-second later, the tires hook up and you're drowning in your own spit and hallucinating speed. In less than four heartbeats (3.4 seconds), you've gone through 60 mph and you're grabbing second gear.

Now the four-lobe Eaton supercharger is fully angered, the gas is pouring down the V8 gullet, and the exhaust flaps are wide open. Can you hear me now? In 8 seconds -- long, loud, delirious seconds with a soundtrack from every NASCAR movie ever made -- you're in three-digit territory.

The rapture of the hypercar



It's around here I discovered a fascinating thing. If you punch the throttle at the top of third gear, around 6,500 rpm, where all 638 supercharged horses live, you can well and truly break the rear tires loose. Oh. My. God.

Meanwhile, the ZR1 has more lateral grip than the world's current supply of Polident. On big, fast, neck-wrenching esses and sweepers and mountain switchbacks, the ZR1 just puts a shoulder down and carves through them. The two-mode dampers, set on Sport, null out whatever body roll might have the temerity to sneak past the oversized anti-roll bars. The ZR1 might have a touch of stiff-nosed, low-speed understeer, but with the phenomenal, right-now torque at your toe, rotating the car is as easy as dialing in the radio.

The rapture of the hypercar

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But look, Future, here I am, going on about an awesome gas-powered car, when you're running your rickshaw on distilled cow flops. Sorry about that. I just want you to know that we in the early 21st century want to conserve gasoline, and we're trying. But then a car like the Corvette ZR1 comes along.

We're only human.



Editor's Note: To see this story and a few more photos, go to the following internet link:
www.latimes.com/classified/automotive/highway1/la-fi-neil17-2008oct17,0,7352818.story

CARS & COFFEE CRUISE IN!

Article and Photos by Mark Bales



Ferrari, Corvette, Lamborghini, Porsche, Mercedes, Fiat, Bentley, Aston Martin, Jaguar, Mustang, Triumph, Miata, Datsun Z... What did I miss? All of these marques were on display at the fourth monthly "Cars & Coffee Cruise In" hosted by the Coffee Bean & Tea Leaf, 8877 North Scottsdale Road.



Tipped off by fellow member, Mark Shaw, a half a dozen SCC members decided to check out the November 1 cruise in. We were not disappointed!

Held the first Saturday of each month, this informal gathering brings out incredible machinery. If you are a fan of Italian cars, then this is the place to be. Ferraris and Lamborghinis, along with a few Fiats, outnumbered the other brands. Yes, there were Corvettes, including a beautiful 427 C3 (pictured above). The SCC was well represented with Mark Shaw's 1972 Warbonnet Yellow roadster and Walter Juessen's Ron Fellows Z06.



Jaguar Automobile circa 1930's



Fiat at left; Pantera engine compartment, above;
Assorted Italian sports cars, below



Cars & Coffee Cruise In

The next Cruise In will be Saturday, December 6th. Several of us are planning on returning. Coffee, conversation and beautiful cars. What a way to spend an Arizona Saturday morning! Come join us!



SCC TOY RUN
TO VAN
CHEVROLET

SAVE THE DATE!
SATURDAY, DECEMBER 13TH!



Please join us to
Celebrate the Holiday Season
At a Dinner/Dance

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

December 7, 2008
Cocktails 4:30 p.m. Dinner 6:30 p.m.

Music provided by Ray the DJ

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

RSVP with payment by November 21 to

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

(Checks payable to Scottsdale Corvette Club)

Note: Holiday Attire Suggested



HISTORIC PRESCIOTT ALL CORVETTE CAR SHOW



This was the scene on Saturday morning, September 20th, at the Historic Prescott All Corvette Car Show put on by Prescott Vette Sette Corvette Club. We arrived about 9:00 a.m. and were told to park our car on the diagonal in the center of one of the two streets blocked off for the Show in the Yavapai County Court House square. Each of the two streets had three rows of cars, one row on each curb and the third row down the middle of the street.

While Jim cleaned the bugs and road grime off the Vette after our drive from Wickenburg, I went to the registration booth and picked up our packet.. Then we walked around and looked at all the cars - there were over 160 cars at the show - an impressive array of older Vettes. And, of course, lots and lots of C5's and C6's. Lamb Chevrolet, the sponsor of the Vette Sette club, had three C6's on display - one was a 2009 Cyber Gray Metallic Z06 that everyone was oohing and aahing over.



Some of the more unusual Vettes got to park on the Court House lawn, so to speak. Actually on the wide concrete diagonal walkways around the Court House.

As we walked around we encountered three other couples from Scottsdale Corvette Club, Carol Brandwein and Bob Bailey and Mark Shaw and his friend, Debbie, had their cars entered in the car show, and Gary and Kathy Gash drove up for the day to meet their friends and look at the cars. You'll see them all pictured on the following pages.

This was a People's Choice car show, so we all filled out our ballots and voted for the cars of our choice.



More older cars on the Court House lawn.

Historic Prescott All Corvette Car Show

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Sitting in the shade on a cool September day in Prescott is heavenly! While chatting with some other car show participants from the Prescott area, we heard about a place for lunch that we hadn't tried. Since it was right across the street on the Court House Square, Jim and I decided to try the Lone Spur Cafe. It was a cute Western-style restaurant, and the food was pretty good. We had hamburgers which came with loads of french fries and your choice of soup, salad or coleslaw. They're open for breakfast and lunch, so you may want to try it the next time you're in Prescott.



Here's our group relaxing in the shade, catching the breeze on a beautiful afternoon in Prescott!



This Formula 1 race car was on display at the show. The rumor floating around was the Formula 1 car was valued at \$14 million. Tire Pros, the local tire dealer, had a simulated race car set up next to this car, and all day there was a line of drivers waiting for the thrill of driving the simulator.



As we were all sitting in the shade looking at the scene above, a couple of women came up to our group and asked if one of us owned the pretty red Vette sitting at the curb. Bob and Carol acknowledged it was their Vette, and the gals explained that they always traveled with a friend who couldn't make the trip to Prescott with them, and they asked if Bob would sit in the car and hold up a paper image representing their friend. One of the gals pulled a paper plate out of her bag with yarn hair and a face painted on it. The plate was attached to a popsicle stick. It's a "chick on a stick," they said, and we all laughed. So Bob got into the car and held up the "chick on a stick" and we all snapped photos.



Bob with the "Chick on a Stick"

Historic Prescott All Corvette Car Show

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Click on the Picture to See a Close Up of the Wind Screen

Remember the 789 Chevy that was a feature article in the May-June 2007 Newsletter? Well, there was one of them at the Prescott car show! It was interesting to see it in person. It's got a Corvette engine, and if you recall, no two of these cars are alike.

No one from SCC won any raffle prizes or any trophies, but we all had a great time. Even though some black clouds came over and it looked like it could rain a couple of times, no rain came to dampen our day.

This car show is an annual event put on by Prescott Vette Sette. This year's event had Vettes from Nevada, Utah, Indiana, California and Arizona. There were 34 Vettes from Sun Country Corvette Club in the Phoenix area. Since it's a People's Choice car show, no great effort is required to participate. Maybe next September, we can make this a Club event and get more people to participate.

Dorinne



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
Mike Cassel
Jim Dobson
John Runyon
Dawn and Manny Siprut
Jim Waters*



1936 STAINLESS STEEL FORD COUPE



This is the 1936 Ford Coupe built for and owned by Allegheny Ludlum Steel. It was attending our open house and then was featured in a local parade with over 100 of our salaried, hourly, and retired employees walking alongside.

This is 1 of only 4 in existence and is the only one currently in running and in roadworthy condition.

1936 Stainless Steel Ford Coupe

The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service. They were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honor of driving them for one year.

The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet. I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year.



1936 Stainless Steel Ford Coupe

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For your information, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars. We were also told that the dies were ruined by stamping the stainless car parts, making these the last of such cars ever produced.

1936 Stainless Steel Ford Coupe



More information of the history on these automobiles can be found at Allegheny Ludlum's website:

<http://www.alleghenyludlum.com/pages/companyinfo/stainlesscars.asp>

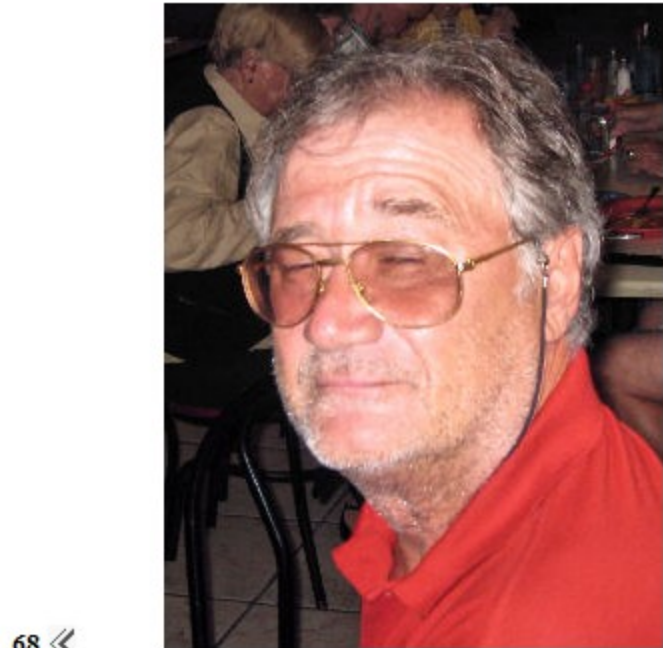
Editor's Note: This article was sent to me by a friend, and I thought - *EVEN THOUGH IT'S A FORD* - that it would be of interest to all the "car guys" in SCC.



A PHOTO TOUR OF OUR THIRD QUARTER ETHNIC EPICUREAN EXPERIENCE

WITH PHOTOS
BY MARK BALES







Mexican food, margaritas, beer! And great photographs of all of us! What more can one ask of another great ethnic dining event! Thanks, Walter, for making the arrangements! And thanks to Mark for his always great photography!

Interested in the event on the Calendar for January 2009? Sky diving in a wind tunnel?

Here's a little information from the internet. If you have questions, Manny and Dawn are sponsoring this event and they will have all the answers. See Manny's article on page 101.

SkyVenture Arizona is a second generation open flow vertical wind tunnel located 40 miles south of Phoenix in Eloy, Arizona adjacent to the largest skydiving center in the world - Skydive Arizona. The 14 foot, 1600 HP wind tunnel opened in August of 2005 and has operated successfully and profitably ever since.

ANOTHER F-1 RACING EXPERIENCE - FOR MEN ONLY!

Photos Courtesy of Jim Waters



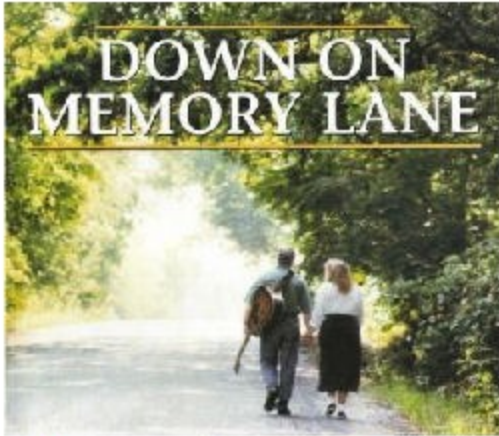
These aren't really space men or astronauts - they're SCC guys getting set to drive like maniacs at the F-1 Race Factory on Wednesday evening, September 17.



It does have a bit of an other-worldly look to it, don't you think? Maybe those WERE space guys, after all? I'm told that eleven SCC guys participated, and that Walter won the money! Other than that, no one is saying much - I guess what happens at the F-1 Race Factory STAYS at the F-1 Race Factory, when it's "Men's Night Out." Thanks to Jim Waters for the photographs.

Dave
and
Mike
Look
Ready
to Go!





Here's a little contest for you. I confess you need to have been in the Club for a few years to get these. The photographs starting below and on the following pages were taken at past events undertaken by Scottsdale Corvette Club. Can you name the event and the year it happened? The answers appear on page 102. But no peeking till you try your best to answer them yourself!



Photo #1 - Click on the photo to enlarge

Memory Lane

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Photos 2 and 3 - Same Event



Photos 4 and 5 are the same event. Do you remember where and when?





Photo 6



Photos 7 and 8 - Same Event

Okay, I am looking for some feedback on this feature. Please let me know if you like it, and I would love it if some of you could come up with some ideas for future issues. Don't forget to check your answers on page 102.

Dorinne

ANNOUNCEMENTS

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November 12 - Election of directors at the November meeting!

November 14 - Good Guys Car Show at WestWorld in Scottsdale. SCC members meet at 10a.m. at Westworld, look at the cars and have lunch. Contact Manny if you want to participate.

November 15 - A trip on the Desert Belle on Saguaro Lake where we'll have lunch either on the boat or at the marina. Contact Walter if you'd like to go on this fun day-trip.

November 19 - Vette Vixens dinner. This will be Kathy and Jane's last production, so let's give them a rousing send off in gratitude for their efforts all year.

December 6 - Cars & Coffee Cruise In at The Coffee Bean & Tea Leaf at 8877 North Scottsdale Road (Gainey Ranch Shops). Not an official Club event, but a great chance to see a lot of interesting cars and a good way to spend a Saturday morning.

December 7 - It's Holiday Party time again! We'll be dining at the Grayhawk Golf Club again. Cocktails at 4:30 so we can watch the sunset over the golf course, with dinner at 6:00 followed by music and dancing. Watch for your invitation to this gala event in the mail.

December 13 - Toy Run at Van Chevrolet and party afterwards

January 21 - Vette Vixens Dinner

January 24 - A simulated sky diving experience in a wind tunnel. More details to come from Manny and Dawn Siprut.

February 14 - Valentine's Party - More Details to Come!

February 18 - Vette Vixens Dinner



GET OUT AND VOTE!

***BE SURE TO ATTEND THE NOVEMBER
MEMBERSHIP MEETING ON
NOVEMBER 12TH! IT'S ELECTION
NIGHT! WE ALL WANT OUR VOICES
HEARD ON THE ELECTION OF
DIRECTORS FOR NEXT YEAR!***

Gas Stations Of Yesteryear

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*And with a fill-up you got
the gas pumped for you,
your windshield cleaned,
oil & fluids checked,
tires checked, and
a **free** map, if you wanted it.*

This will be the last of the Gas Stations of Yesteryear feature. Thanks to John Runyon and Mark Bales for suggesting it and providing the photos.



FROM GMRACING.COM:

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Corvette Racing Celebrates ALMS Championships in Season Finale

Four-Hour Race into Darkness Is Farewell Appearance for GT1 Corvettes at Laguna Seca

MONTEREY, Calif., Oct. 14, 2008 - With the championships decided and anticipation for a new GT2 program building, the Monterey Sports Car Championships at Mazda Raceway Laguna Seca on Saturday, October 18, will mark the end of an era for Corvette Racing. The team will conclude its final full season in the GT1 division before beginning its transition to a new global GT class.

The season finale of the 11-race American Le Mans Series will be the final appearance by the championship-winning GT1 Corvettes at the scenic track on California's central coast. The four-hour race into darkness will be a dramatic send-off to the most sophisticated and successful production-based race cars ever created by GM Racing. Corvette Racing will compete in the GT1 class in the first half of the 2009 ALMS season as the team prepares for its 10th participation in the 24 Hours of Le Mans in June. Following the classic 24-hour endurance race in France, Corvette Racing will then move to the GT2 category in preparation for a full-season program under new international GT class regulations in 2010.

A victory by Johnny O'Connell, Jan Magnussen and Ron Fellows in the 1,000-mile Petit Le Mans at Road Atlanta on October 4 clinched the GT1 drivers' titles for O'Connell and Magnussen,

From GM Racing

the seventh straight drivers championship for Chevrolet's factory sports car racing team. Since Corvette Racing made its competition debut in February 1999, the team has won 73 races in 101 events, including three wins at Laguna Seca in 2004, 2005, and 2007. The Corvette crew has won eight consecutive ALMS GT1 team and manufacturers championships.

Yet for all of the team's success in the last 10 seasons, perhaps its most significant victory to date was its overall win in the inaugural Green Challenge, a "race within a race" contested in conjunction with Petit Le Mans. Working with the U.S. Environmental Protection Agency, the U.S. Department of Energy, and SAE International, the series organizers and the Argonne National Laboratory determined the "greenest" entries in the Prototype and GT classes based on energy used, greenhouse gases emitted, and petroleum fuels displaced.

The Green Challenge was designed to recognize the fastest car with the smallest environmental impact. When the results were tallied, Corvette Racing's No. 3 Compuware Corvette C6.R had the best (lowest) score among the 37 entries, securing the GT team award for Corvette Racing and the GT manufacturer award for GM. The class-winning Corvette completed 365 laps on the Road Atlanta course, averaging more than 95 mph, and posted a score that was 50 percent better than the LMP2 Porsche that won in the Prototype division (20.391 to 30.690). Corvette Racing also bettered Audi's championship-winning TDI diesel engines (31.319) and entries from Acura, Ferrari, Aston Martin, and Peugeot.

"I think one of the facets of the Green Challenge that motivated the team was that for once we were able to go head-to-head in competition with many of the world's greatest automobile manu-

From GM Racing

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facturers," said Corvette program manager Doug Fehan. "When we looked at the numbers, it was clear that Corvette proved itself the best in the world in the Green Challenge."

The cellulosic E85R ethanol that powers the Corvettes' 7.0-liter GM small-block V-8 racing engines played a key role in GM's Green Challenge victory. The Green Challenge formula took into consideration the overall environment impact of the fuel used from "well to wheel" - a comprehensive life cycle analysis from origination to consumption. The fuel used by the Corvette race cars is primarily cellulosic ethanol, made from wood waste collected in the Black Hills National Forest as part of a wildfire prevention program. According to data from the Argonne National Laboratory, greenhouse gas emissions for the winning Corvette were 170 percent better than the first non-E85 finisher in the GT class.

California has long been a bellwether on environmental issues. Recognized by the EPA, DOT and SAE as having the "greenest" race car in the ALMS, Corvette Racing will be on track at Laguna Seca to demonstrate that a renewable alternative fuel like ethanol is part of the solution to America's energy needs.

Corvette Racing's next event is the Monterey Sports Car Challenge, the season finale of the 2008 American Le Mans Series, at Mazda Raceway Laguna Seca in Monterey, Calif., on Saturday, October 18. The four-hour race is scheduled to start at 2:45 p.m. PDT. NBC will televise the race tape-delayed from 2 to 4 p.m. EDT on Sunday, October 19.

Editor's Note: This article was received from a former SCC member, Carolyn Van Santen, who is active with the National Corvette Museum.

As a follow-up to the previous article on Corvette Racing, here is a paragraph written after the October Laguna Seca event:

Corvette Racing won accolades in the American Le Mans Series award ceremony following the season finale at Mazda Raceway Laguna Seca. Corvette Racing program manager Doug Fehan was presented the From the Fans award for the second time, and Mike West, crew chief for the No. 4 Compuware Corvette C6.R, was named GT1 Mechanic of the Year. Jan Magnussen and Johnny O'Connell won the GT1 drivers championship on the strength of eight wins in 11 races with their No. 3 Compuware Corvette C6.R. Chevrolet took home the GT1 manufacturers championship trophy for the eighth straight year, and Corvette Racing claimed its eighth consecutive team championship title.



EVENTS OF INTEREST IN THE ROADRUNNER REGION OF NCCC

January 9-11

Desert Corvette Association's Laughlin Run River Palms Resort & Casino - \$45 per night
Contact: Gil Fidler at gefidler@qwest.net

February 15

Desert Corvette Association's Sweetheart Car Show at Chapman Chevrolet
Contact: Al Rocca at 480-830-2184 or arocca215@msn.com



Newsletter Comments from Terry Michaelis of ProTeam Corvettes

Tangibles versus Fantasy... Did your 401K turn into a 301K or 201K a couple of weeks ago? Many people I know still like to keep their money or at least part of it in tangibles, i.e., collectibles, real estate, and, of course, Corvettes and at the end of the day they, at least, have something they can touch, use, and enjoy and not be at the mercy of the whimsical minute-to-minute greedy market shakers, market makers, and market breakers. Collectible Corvettes have a track record that transcends decades and their popularity knows no boundaries as evidenced by ProTeam's customer base of 38 foreign countries and all 50 states. Food for thought!!

Barrett-Jackson in Vegas Does 29 Million... This auction event took place October 16th-18th, 2008, and again proved that there was no shortage of money for collectible cars, considering that this was a first-time event/location that took place shortly after the post-bailout financial fiasco.



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depending on the route you choose.



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to share experiences with fellow participants, as
well as receive updates from the National Chair
regarding the Caravan.

Our volunteer Captains have worked to make
the routes as spectacular as
possible, and each Caravan will offer
participants unique activities and stopovers.



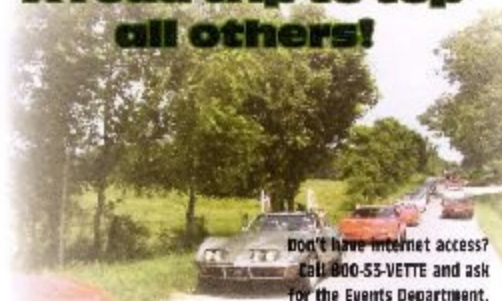
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Chevy Volt Testers Rack Up Miles En Route to Production

Press Release from GM

NEW YORK - Chevrolet engineers and technicians are driving 20 Volt mules continuously, seeking to accumulate 1 million miles (161 million km) to verify all systems in the extended-range electric vehicle are working according to prediction.

The simultaneous, 24/7 testing of the Volt's potential battery packs is under way at General Motors Corp. research and development facilities in Michigan and Germany.

The Volt is GM's plug-in hybrid car that's designed to cruise up to 40 miles (64 km) on battery power alone. If driven beyond that range, the small onboard internal-combustion engine serves as a generator to provide the electric power.

Frank Weber, global vehicle line executive and chief engineer of the E-Flex system that underpins the Volt, declines to disclose the size of the fuel tank, but says total cruising range for the Volt will be 300-400 miles (483-644 km). The flex-fuel engine will be able to burn E85, as well as conventional gasoline.

There has been much discussion over how to calculate the gasoline-equivalent fuel economy of the Volt. Weber says that GM is working with the Environmental Protection Agency to hammer out a fuel-economy-rating formula.

The Volt will be labeled both an E-REV and partial-zero-emissions vehicle, GM says.

By the end of this year, GM plans to put 11 more "production-intent" Volt mules into the testing program at its proving grounds. Production-intent signifies these are cars built with parts and components that will be used once actual Volt

Press Release from GM

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manufacturing begins. Most of the testing so far has been focused on validating the software systems in the car.

Weber says LG Chemical Ltd. and A123 Systems Inc. lithium-ion batteries remain under consideration.

"The final selection for production will occur very soon," Weber promises. However, Reuters recently reported that South Korea's LG Chem has been picked to power the Volt.

Weber confirms the mules are using LG Chem battery packs during the tests at the Milford, MI, proving grounds. He says there are more than 250 cells in the battery packs, but won't reveal the exact number. The batteries are designed to last 10 years and operate for as much as 150,000 miles (241,395 km).

Each of the prismatic pouch cells is about half the thickness of a typical reporter's notebook and twice the size of one sheet. Pouch cells, mostly used for lithium-based batteries, can be tailored to exact dimensions, thereby maximizing packaging efficiency. One disadvantage is that they are more expensive to manufacture.

In addition to testing in the mules, the battery packs are being bench tested through more than 100 driving cycles intended to duplicate virtually any kind of service the Volt will see. One of the driving cycles, dubbed "Taco Bell" by Milford engineers, duplicates a round-trip lunch run from the lab to the local Mexican food outlet. So far the battery packs have been subjected to an amount of use equivalent to 30,000 miles (48,279 km) of driving. "We want to get it to the equivalent of 100,000 miles (161,000 km)," Weber says.

GM is working with 28 utility companies to create viable recharging protocols for Volt owners, especially those that don't

Press Release from GM

garage their cars. Weber says the technology exists so that utility lines will recognize the billing address for each Volt and charge that account directly for the electricity used to re-energize the battery packs.

The Volt's battery pack can be recharged by a conventional 120-volt house current in eight hours and a 240-volt line in three hours. Weber says such an infrastructure doesn't have to be ready by November 2010, when production of the Volt is scheduled to begin at GM's Detroit-Hamtramck plant. When the Volt starts rolling off the Hamtramck assembly line, it won't go to all Chevrolet dealers, at least not initially. Dealer personnel will have to be trained how to sell and service the E-REV.

Weber declines to reveal GM's ultimate sales goal for the Volt, saying only that initial volume is expected to be about 10,000 units annually for the first few years. But he suggests no battery company would invest in the R&D capital required to perfect the new-generation batteries needed if only 10,000 units is the production goal.

Editor's Note: Another item of interest to the "techies" from our Wickenburg friend. Here's a picture of the Voltt concept car.



DEAR SCC MEMBERS:

We have an exciting opportunity for you on Jan 24th. This will be a real adventure day trip and a great way to kick-off the new year with other SCC members. We have all seen video clips of people "skydiving" from airplanes and imagined how exciting it must be, but at the same time recognizing that we would never really consider jumping out of an airplane. Well, now there is a way to enjoy skydiving without jumping out of a plane. You jump into a wind tunnel, so no sensation of falling, just of weightlessness as you are supported by the wind. Participants will receive full training and will be outfitted for their adventure in skydiving.

Individuals with shoulder pain/injuries should avoid this activity. There are also some weight/height restrictions. Although the actual skydive will only be a few minutes, the total elapsed time with training and outfitting will be about 3 hours. The cost will be approx. \$70, a little less depending on how many participants we get. The activity will be in Eloy, about 1 hour south-east of Phoenix. We will leave about 9am on Sat Jan 24th, start the activity about 10am, and go to lunch about 1pm, which should get us home about 3pm.

If you would like more details you can check out the vendor's website at skyventureaz.com.

We need to get an estimate of how many members will be interested in this trip, so please contact Manny Siprut at mannysip@aol.com by Nov 30th if you have an interest.

Manny

ANSWERS TO THE MEMORY LANE CONTEST

Photo #1 - The Club's first charity event, giving the kids rides in our Vettes, at Devereaux School, June 2002

Photos #2 and 3 - First Mystery Day Trip, to Lake Pleasant, Cave Creek for lunch at the Tonto Bar and Grill, and then to John and Norma Parker's for ice cream and car-gazing in John's garage, September 2001

Photos #4 and 5 - Three-day trip to Palm Springs, Temecula and San Diego - pictured are members dining at the winery in Temecula on Friday night and on the Captain Hornblower San Diego harbor cruise on Saturday evening, July 2001

Photo #6 - Grand Canyon trip in May 2002

Photos #7 and 8 - These photos were taken on the back road returning from a tour of Kitt Peak Observatory in Tucson, when an automobile accident caused traffic (including our caravan) to stop from both directions, with an impressive array of emergency vehicles and air-rescue helicopters, August 2001



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