



NEWSLETTER
September-October 2012



New Member Linda Beyerle's Vette





Sept/Oct 2012 A Newsletter for Corvette Enthusiasts 93 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net



In this issue...

*Trip to Monterey,
Walter's Driving
School Adventures,
New Membership
Guide, 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



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

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

Table of Contents

Mission Statement & Board - Page 3
Birthdays - Page 4
Coming Events - Page 5
New Cruisers - Page 6
From the Driver's Seat - Page 7
Editor's Corner - Page 11
Calendar of Club Activities for 2012 - Page 13
Scottsdale Corvette Club Store - Page 17
Walter's ZR1 Driving School - Page 19
1960 Briggs Cunningham Corvette - Page 36
Men's Poker Night - Page 39
Corvette Marque at 2013 Laguna Seca - Page 45
Trip to Monterey & San Simeon - Page 49
60 Years of Corvette Design - Page 99
Keeping Up with the Big Boys - Page 105
Remember When - Page 109
SCC Membership Guide - Page 115
Events of Interest in Roadrunner Region - Page 122



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

Vice President and Secretary

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

Treasurer

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

Activities Director

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

Governor

Steve Patricola (480) 636-1241 spatric@cox.net

Membership Director

Mark Bales (480) 471-7365

SCC Birthdays!

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

[Print](#)

September

Jan Gustin - Sept. 4
Roseann Ostapovich - Sept. 5
Ken Harder - Sept. 10
Karla Redford - Sept. 13
Carol Lipsky - Sept. 17
Robert Avondo - Sept. 24
Peggy Siebert - Sept. 25
Sylvia Bethune - Sept. 25



October

Michael Bulfer - Oct. 2
Larry Bloom - Oct. 4
Kay Schaffroth - Oct. 6
Brian Anton - Oct. 10
Robert Bailey - Oct. 17
Cheryl Bloom - Oct. 25



Coming Events!

Sept. 12 - Club Dinner Meeting
Sept. 15 - Trip to Walnut Canyon National Monument
Sept. 19 - Vette Vixens Dinner/Men's Poker Night
Sept. 26 - Board Meeting
Sept. 29 - Private Party at Steve & Terry Patricola's Home *(This is a change from the Ethnic Epicurean Dinner formerly scheduled.)*

Oct. 10 - Club Dinner Meeting
Oct. 11-14 - Trip to Temecula and San Diego
Oct. 17 - Vette Vixens Dinner/Men's Poker Night
Oct. 24 - Board Meeting

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

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.



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

New Cruisers

Welcome to new member, Linda Beyerle, whose 1999 Torch Red Coupe is featured on the cover of this issue! The photo was taken at the Corvettes & Bombers car show on April 15, 2012, at Chandler Air Park. She was invited to show the car by her friends at Corvette Club of Arizona. What a great photo opportunity!



Here's another view of Linda's '99 beauty!

WELCOME TO SCOTTSDALE CORVETTE CLUB!

[» 6](#)

FROM THE DRIVER'S SEAT

By Ken Harder

Hope you've had a great summer. SCC's summer activities are planned so folks can travel and perhaps spend some time in some cooler climates. We had no meetings or events in July, and our dinner meeting in August was well attended by 37 members and guests. Our monthly trip in August was one of the longest in our Club's history as we travelled to Monterrey and San Simeon, California. We had eight cars travel to the California Coast for the Concours D'Elegance, Laguna Seca Auto Races, 17-Mile Drive, Hearst Castle and other great stops along the way. You can read all about this wonderful adventure in the accompanying article.

In August, Linda Beyerle joined our Club and also attended the August meeting with her friend Patrick Dennis, another Vette

owner. Rick and Kathy Cartell also came to our August meeting, and it appears likely that Patrick and the Cartells will become members in September. For those of you who have not met Linda, please say hello at our next meeting. At the present time, Club membership totals 93, making us the third largest Corvette Club in the Road-runner Region.

A full slate of activities is planned over the next two months. Our next monthly meet-



Ken and Fran

From the Driver's Seat

ing will be held September 12, followed by a day trip to Walnut Canyon on September 15. The Prescott Car Show is September 29, and the Patricolas are hosting a House Party on the 29th. In October, our monthly meeting will be held October 10, and our Club trip that month will be from October 11 to 14 to Temecula and San Diego. Of course, Vette Vixens and Men's Poker Night will return on September 19 and October 17.

Please remember to mark your calendars for our annual Toy Run and Holiday Party, which is scheduled for December 8. More details to come regarding these events.

I again want to thank the Board members and Dorinne for all their hard work, and we hope to see you at one or more of our upcoming events. As we say repeatedly, all we want to do is HAVE FUN.

Ken



**SAVE THE DATE!
SATURDAY, SEPTEMBER 15!**

We'll be taking a day trip to co-o-o-l Flagstaff for lunch at Little America and a visit to Walnut Canyon National Monument. The Sinaguan ruins pictured above is just one of the many interesting things to see! Contact Walter to sign up: juessen@aol.com



Editor's Corner

Be sure to check out the new Membership Guide starting on page 115 of this newsletter. It will be especially valuable for new members, but also a good reminder for us oldies.

The highlight of this issue is, of course, the story and photos of the Club's big trip to Monterey for the races at Laguna Seca, the Concours d'Elegance at Pebble Beach, the Hearst Castle at San Simeon, and all the fun getting there, staying there and partying, and coming home again. To read Ken's article and see all the great photos is to wish you had been there to partake of the fun and camaraderie with this great group of friends.

You can also read all about Walter's adventures at the Ron Fellows Driving School in Pahrump, NV, and his comparison of

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

this experience with his experience a couple of years ago at the Bondurant School of Driving in Arizona.

Thanks as always to Mark Bales for his excellent photographs!

Within the next couple of months, Walter will begin putting together the calendar for 2013, so if you have ideas or suggestions for events, please contact Walter or any Board member. Also, in October nominations for Board members will be coming up, so if you have interest in a position on the Board, be sure to contact any Board member.

Dorinne



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



CLUB TRIPS/ACTIVITIES FOR 2012

Courtesy of Walter Juessen, Activities Director

January 21

Trip to Biosphere 2 and
Sabino Canyon near
Tucson



February 25

Mardi Gras Party at Larry
and Cheryl Bloom's Home

March 23-26

Trip to Death Valley &
Spring Mountain Racing
School at Pahrump, NV



May 18-20

Trip on the Scenic "Corvette
Road" - the Coronado Trail -
overnighting in Greer



April 21

Trip to Sedona for Pink
Jeep Tour and Lunch



June 16

Trip to Jerome via Yarnell
Hill and Lunch at the
Asylum



CLUB TRIPS/ACTIVITIES FOR 2012 - Continued

July

NO ACTIVITIES!



August 16-21

Trip to Monterey, CA for
Autoweeek including Concours
and Other Motorsports



September 15

Trip to Walnut Canyon
National Monument

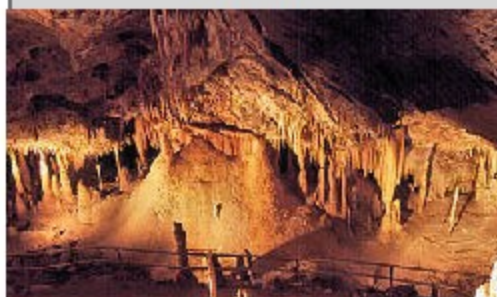


October 11-14

Trip to Temecula vineyards
and San Diego, including
dinner cruise in San Diego
Harbor

November 10-11

Trip to Kartchner
Caverns



December 8

Toy Run to Van Chevrolet
and Holiday Party



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.

WALTER'S ZR1 DRIVING SCHOOL ADVENTURES

Story and Photos Courtesy of
Walter Juessen



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

I would like to tell you something about driving schools - actually about the two that are recommended by GM for Corvette driving: Bondurant, here in Chandler at Firebird Racetrack, and The Ron Fellows Driving School at Spring Mountain in Pahrump, Nevada. When you buy a ZR1, a two-day training package comes with it at one of these schools, for free. Normally the cost for a two-day class is around \$4,000.00.

Let me go back to when I first learned to drive, which was in the Alps with, of course, lots of turns and only two lanes. I was about 18 years old and had to take a written and driving test to get a license. You guessed it right - I failed the first time because I am a bad test-taker!

When I went to Bondurant, with my first ZR1, I only wanted to see what the car was capable of doing, and not to learn how to

Walter's ZR1 Driving School Adventures

drive. Well, I was wrong... a little bit.

There were students, and mostly older one, from all over the U.S, and most of them wanted to be better drivers, not necessarily race drivers. These schools even teach limousine drivers, policemen and security guards how to avoid accidents and how to chase the bad guys. They use Cadillac SRX's, and it is amazing what they can do with these cars.

The first day they actually teach you how to be a better driver in general. For example, they set up a long line of cones and you have to drive through without nailing them. In learning how to brake in the shortest distance, they put three green lights down the stretch in three different lanes. You drive toward the lights at about 60 miles per hour, and suddenly only one lane has a green light, the others are red. You have to make a decision within 30 feet where to go - left, middle or right lane.

They do it differently with a full ABS brake to get to a full stop or brake and continue like there is an obstacle in the street or a car is coming out of another street or driveway.

The teachers are located at different points on the training field to watch you and stop you to make corrections. You always drive by yourself, and you use their cars



Walter taking a curve on the Pahrump course



Here you can see Walter's profile as he drives the car on the Pahrump race track

(which is a good thing!). You can buy insurance before you start the class, which of course I did.

Later in the day you finally hit the race track behind a pace car, and you can't pass it. When you stick your nose under his trunk, he will go faster, but only to a certain extent.

Walter's ZR1 Driving School Adventures

On the second day you finally learn how to race in reality - still behind the pace car all by yourself, and the fun is just beginning. But it is beginning to wear you out, so after thirty minutes or so, you go back to class for the theoretical stuff and learn what you did wrong.

I loved it very much. They do a great job here at Bondurant. But once I got my new ZR1 and went to Pahrump, I discovered there is a big difference in the two schools.

The Spring Mountain race track is actually a car club with apartments and your garage is below your apartment. They have a club house with all kinds of facilities and several race tracks. The one we used was 2.4 miles long with ten turns, compared to 1.5 miles at Bondurant. One very important thing is: At Bondurant the concrete walls are very close to the race track and they also have tire walls that stop you in case you run off the

track. At Spring Mountain you have a lot of room in the event you have a problem, because it is just hard-packed desert. So only a couple of scratches under your car (but they can be costly too).



And the biggest different is the surface: Bondurant is pretty rough and sometimes you have the feeling the car is jumping around. By contrast, the Pahrump track is smooth like a gravy sandwich. It is more fun to drive this way, knowing that you are safe - before you hit a wall, eventually...

Walter's ZR1 Driving School Adventures

Both schools teach you more or less the same stuff with some exceptions. They are making it more difficult since they put running water over the test area and that makes a big difference. You actually have to practice it several times till you get a little bit more comfortable.

Now here I go into some problems: I had to change cars, going from the ZR1 to a Grand Sport, not knowing that the handling is quite different between the two cars because of horse power, brakes and what do I know. When I asked them about different handling, they told me so, since on my first try to manage to brake on the now watered surface, I took all the cones off their positions. Well done! It took a while to learn to handle this. And they told me if you drive your ZR1 in rain, be careful as the tires are close to a slick tire, not a lot of tread.

Why didn't they use the ZR1's on the water? The cones could break the front spoiler easily, and it costs only around \$2,000 I know, and the special insurance for the race track had an \$8,000 deductible.

Another more convenient teaching experience at the Ron Fellows Driving School is they are connected to you via radio transmission, so they talk directly to you and you are always in contact with your teacher.

You won't believe what the Corvettes are capable of doing. For example, everybody tell you your hands on the wheel should be on 10 and 2. With our Corvettes, make it 9 to 3 and leave your hands in this position. It will take the turn without shifting your hands around. Just try it... it works! Look at the Ferraris/Lamborghinis with tip tronics buttons on their wheels. How do you want to shift otherwise?? Or look at the camera behind a race car driver - he doesn't

Walter's ZR1 Driving School Adventures

move his hands.

And the best of all: Launch Control - you take out the traction control and the button next to it switches from tour/sport control to +/- . In the ZR1 you now have five choices: Dry - Wet - Sport 1 - Sport 1 and Race. They put mine into Race. Put it into first gear, hold the clutch and push the throttle quickly and hard to the bottom and release the clutch again quickly - and you are gone! Don't forget to shift!!! It is like a rocket! When to use it??? At a red light, next to another fast car - smooth road ahead of you and no cop in sight. You leave about 40 bucks worth of rubber on the street! Good luck!

And by the way, you make about four miles to the gallon when you race the ZR1.

One more thing: The classes for ZR1 driving are only up to three students in both

places - otherwise they are up to six. In Pahrump we had one student who just bought a new ZR1 and, after the first two hours, he said he wanted to join the "regular" group, and the kid was max 40 years old.

And one last thing: At neither school will they let you drive without a pace car on the track in a ZR1 or a Z06. Just a regular Corvette or your own car or with the teacher next to you, or he drives the car, and you will find out that you get a maximum of 60-70% out of the capability of the car. But it is still hilarious and you can still drive your own car. Will I do it? Maybe not.

In general, I would say it is a lot of fun to do this, and not only for the purpose of racing. There is great value in learning to handle your car better in unexpected situations.

Walter



Walter is in the back row, just to the left of the guy in the green shirt in the middle of the photo

Prescott Firefighter's Charities

PRESENTS THE SIXTH ANNUAL

Historic Prescott



CORVETTE SHOW

September 29th

Show Time - 10 am to 3 pm

Registration - 8 am to 10 am

\$30 Registration Fee Includes a T-Shirt

\$35 Registration Fee after August 29th

250 Car limit

Registration Info at: www.prescottvettesette.org

Email us at: prescottvett@aol.com

For information Contact: Phil Muscat (928) 775-5640

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 OCT.6?





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

**SHERRY NELSON'S NAME WAS
DRAWN AT THE AUGUST
MEETING. SHERRY WAS NOT
THERE, SO THE PRIZE IN
SEPTEMBER WILL BE \$75. YOU
COULD BE THE LUCKY
WINNER, BUT YOU MUST BE
PRESENT TO WIN!**

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

Last unaccounted-for Briggs Cunningham Le Mans Corvette found

The illusive third and last of the Briggs Cunningham Corvettes that ran in the Le Mans race in 1960 was recently found in a warehouse in St. Petersburg, Florida, according to an article in *Hemmings Daily* August 3, 2012. Here's the link if you'd like to read about it: blog.hemmings.com/index.php/2012/08/03/last-unaccounted-for-briggs-cunningham-le-mans-corvette-found/?refer=news

Below is the lineup of cars ready to start the Le Mans race in 1960, with the three Cunningham Corvettes shown at the left. On the next page is a photo of the three Vettes in 1960.

A few days after I received this item, I received another one saying: "Check out Responses to Ownership Dispute Surrounding the No. 1 1960 Briggs Cunningham Corvette. Here's the link for the "rest of the story": www.corvetteblogger.com/2012/08/28/miller-and-carr-respond-to-ownership-dispute-surrounding-the-no-1-1960-briggs-cunningham-corvette/





All three Cunningham Corvettes at Le Mans, 1960.

Men's Poker Night

Come Join Us!

Narrative & Photos by Ken Harder

For years, the female members of our Club (the Vette Vixens) have gone to dinner (or an occasional lunch) on the third Wednesday of each month. About a year and half ago, the guys decided to take this opportunity and begin a Poker Night, hosted by one of the members. The hosting member provides the food and beverages, and each person attending contributes \$5 to cover the cost of the host. After a short discussion, the cards and chips are counted and then the cards fly! Chips are valued at \$.25 and the initial buy-in is \$10. For those of you who may not know much about Poker, there are many different games that can be played, with each player getting anywhere from 5 to as many as 9

cards (some of which may be common to all players), and the idea is to make the best 5-card hand that one can. In order of priority (or the hand that beats other hands), the hands that can be made are as follows:

5 of a kind (only with a wild card)

Straight Flush (e.g., 5-6-7-8-9) of same suit

4 of a kind

Full House (e.g. 3 sevens, and two 5's)

Flush (any 5 cards of one suit)

Straight (e.g 4-5-6-7-8) cards may be of different suits

3 of a kind (e.g. 3 Aces)

2 pair (e.g. 2 eights and 2 nines)

1 pair (e.g. pair of Kings)

In a game of seven card stud, the player receives two cards face down and their third card face up. Whoever has the high-

Men's Poker Night

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



Steve looks like a winner!

est card on board makes the initial decision to check (no bet) or bet (we limit the bet to not more than 4 chips). Subsequent players then decide to call the bet, raise the bet, or fold. The fourth, fifth and six cards are dealt face up and the process continues as outlined above. If there are still people playing, the last card is dealt down, another round of betting takes place and a winner is determined. An offshoot of this game is called "Chicago", where the high hand splits the pot with the person who may have the high or low spade face down, which is specified before the deal. The idea behind this game is to keep people from folding with the idea that they may win half the pot by catching the high or low spade.

Other games played include 5 card Stud; 5 card Draw; 7 Card Stud; Chicago (as described above); 7 Card Roll your Own; Wild Card games where the wild card is specified before the deal, (e.g., deuces wild); Texas Hold'em; Omaha, Crazy

Men's Poker Night

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



Looks like Mark's in the Chips!

this is a friendly game where we help you learn and even assist you so that you don't decide to play losing hands. It truly is a fun night and we encourage you to join us at one of our upcoming Poker Nights.

Ken

ATTENTION ALL SCC MEMBERS!

WEAR YOUR SCC NAME BADGES!

We have quite a few new members, and several of them have requested that we all wear our Club name badges when we are together. It makes it so much easier for everyone to get acquainted and remember names.



Pineapple, and a whole lot more. Of course, Poker is a zero sum game which means that if there are winners, there may be one or more losers. Win or lose, just ask the folks who play, everyone considers themselves a winner because we have lots of laughs and a great deal of fun. Even if you haven't played before,

**SO WHO'S GOING TO
MONTEREY IN 2013 FOR THE
ROLEX MONTEREY
MOTORSPORTS REUNION?
CORVETTE WILL BE THE
FEATURED MARQUE!
READ ON!**

In a press release from GM's Media Services dated August 24, 2012, dateline Detroit, the announcement was made that Chevrolet Corvette will be the featured marque next August at the 2013 Rolex Monterey Motorsports Reunion, where historic race cars annually come to the Mazda Raceway Laguna Seca track to relive the sights, sounds and smells of racing days gone by.

Corvette's recognition in Monterey, California, will come during its 60th anniversary model year, and a large contingent of Corvette racers is expected representing each of the car's six generations in competition.

"Corvettes and racing have been inextricably linked since the very moment Zora Arkus-Duntov slipped behind the wheel for the first time," said Chris Perry,



Chevrolet global vice president of marketing. "His spirit is felt in today's winning Corvette Racing program, which continues a proud legacy and one we're looking forward to celebrating next summer."

The Corvette's racing heritage began in 1956, when a trio of Corvettes engineered under Duntov's directions, competed in the 12-hour Sebring endurance racing. By 1960, Corvette was racing at Le Mans - and in its first year at the French 24-hour classic, drivers John Fitch and Bob Grossman drove their Briggs Cunningham-prepared car to a first place finish in the GT class.

We look forward to working closely with the Corvette team on making next year's celebration a monumental one for Corvette racers, owners and automobile enthusiasts," said Gill Campbell, CEO/

Corvette Featured Marque at 2013 Rolex Monterey Race

general manager of Mazda Raceway Laguna Seca. "The Monterey Peninsula will rumble to life with Corvettes of every era."

Corvette Racing has won the 24 Hours of LeMans seven times, most recently in 2011 when the team edged out Ferrari.

Corvette has a winning history at Laguna Seca, too, including a one-two sweep of the six-hour American Le Mans Monterey race earlier this season.

*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

Jim Dobson

Ken and Fran Harder

Walter Juessen

Terry Patricola

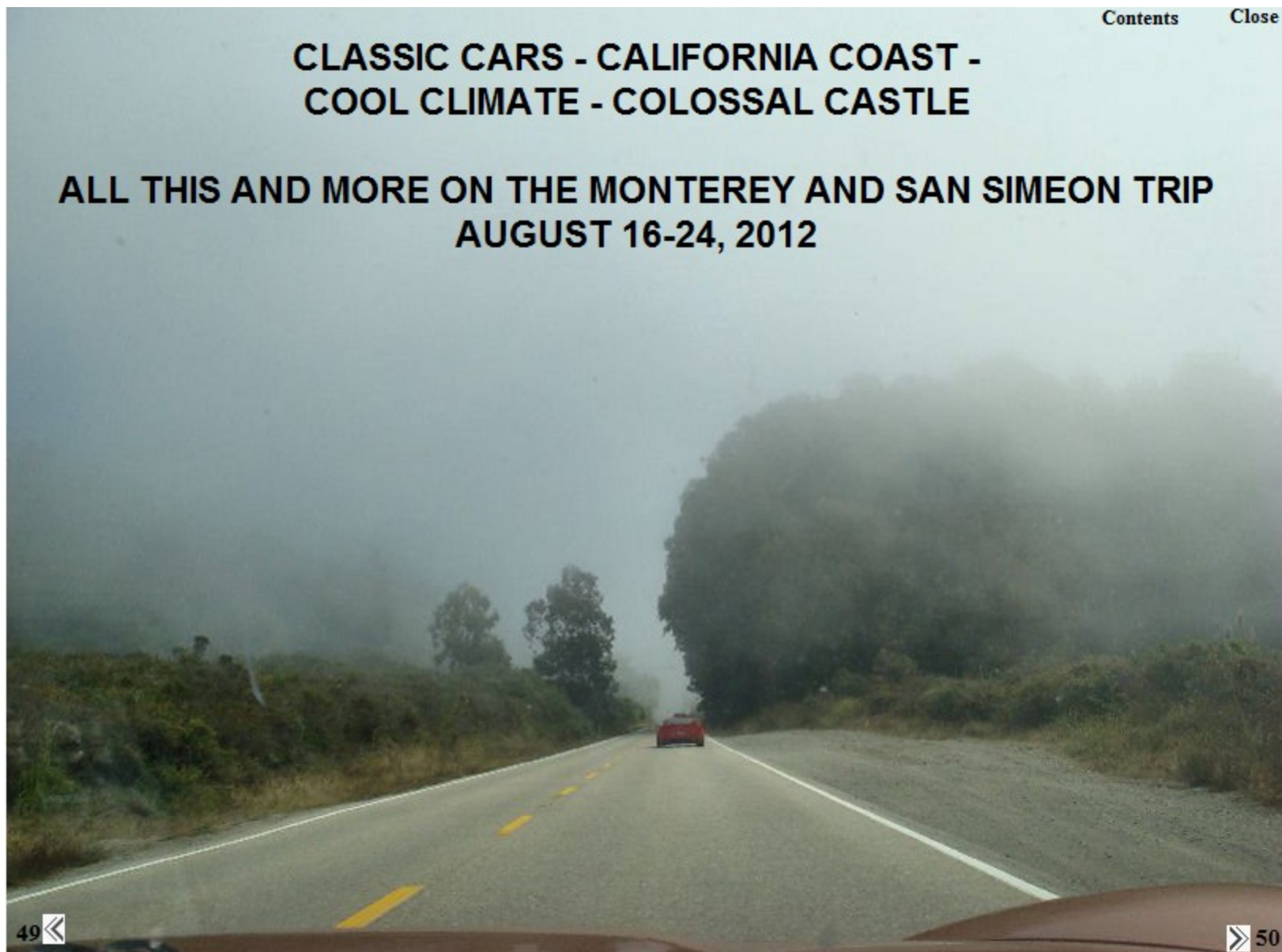


**The Original
American Idol.**



CLASSIC CARS - CALIFORNIA COAST - COOL CLIMATE - COLOSSAL CASTLE

**ALL THIS AND MORE ON THE MONTEREY AND SAN SIMEON TRIP
AUGUST 16-24, 2012**



Article by Ken Harder

Photos by Mark Bales & Fran & Ken Harder

Participants:

Walter & Michele Juessen*

Ken & Fran Harder*

Mark & Kathy Bales*

Chuck & Sandi Weschler

Manny & Dawn Siprut

Steve & Terry Patricola^

Dick & Sue Kulczycki

John Prenzno & Brenda Brandt^

Cameo Appearance: Rick & Kathy Cartell

*** Overnight in Palm Springs (Day 7)**

^ Only four days

I wish you could see my face as I write this article because I am smiling from ear to ear. We were fortunate to participate in perhaps one of the most awesome, fun and action-packed trips the Club has ever had. This eight-day trip is the longest trip in Club history, both in terms of number of days and

miles driven---over 1700 miles! This was also one of the most action-packed as well, with both planned and optional activities available to the participants. I'm not sure that my words or the accompanying photos will convey how much fun this trip was, but I'll try.

Day 1 & Day 2 - Travel Days

With the Monterrey Peninsula as our primary destination, Walter correctly planned to take two days to get there. On Thursday, seven couples (John and Brenda would meet us at the hotel later that night) met at Desert Ridge and departed just after 9:00 a.m. It was a great driving day with overcast skies, intermittent rain and cool temps. Our first night hotel was a Courtyard Marriot in Valencia, CA, and the drive was uneventful---except that we attempted a last minute exit off I-10 to the I-210 and three of our seven cars were not able to negotiate that move safely. Fortunately, with our radios and cell phones, the group was re-routed and were only 15 minutes beyond the main group

Monterey and San Simeon Trip

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

at check- in to the hotel. John and Brenda met the group at the usual pre-dinner cocktail hour which was held in the Siprut's room. We had 14 for dinner at George's Bistro (great food) and another socializing hour followed in the Bales room.



Cocktail time in
Santa Clarita!



Dinner the first night in Santa Clarita



Monterey and San Simeon Trip

On Day 2, Mark took the lead as we travelled off I-5 to Cholame, the site of the famous (?) James Dean monument. The monument itself is located some 900 yards from where the actor crashed his sports car and ultimately died of his injuries. After a very short stop there, the group travelled to Parkfield, CA - the town that is smack dab in the middle of the San Andreas fault and has had more earthquakes than any other place in the world. This small town is home to the Parkfield Cafe, where the sign says "If you feel a shake or quake, get under the table and eat your steak." The surrounding area is interesting as this is the area where the Pacific and North American plates collide, resulting in rolling hills and sharp depressions. After lunch, we made our way via scenic back roads to the 101 freeway, and on to Salinas and our 3 night stay at the Best Western Plus hotel. Upon arrival, temps were in the high 60's and the cocktail hour was held poolside. New members Rick and Kathy Cartell met up with the group as Rick



Above, Fran, Walter, Steve & Ken at the James Dean Monument
Below, Walter & Manny "riding" the barstools at the Parkfield Cafe



Monterey and San Simeon Trip



Group at the Parkfield Cafe

and Kathy Cartell met up with the group as Rick was in Monterey on business and was also trying to sell a vehicle at the Mecum auction, which was one of the raft of activities associated with the Concours D'elegance. Also joining us for dinner was Manny's daughter Michelle, so we had a group of 19 for dinner!!! We went to Smalley's Roundup, a big meat eaters' haven. Servers wear a shirt that says "Vegetarian: an Indian word meaning LOUSY HUNTER." The food was great and, of course, another social hour was held at the hotel in Walter's room following dinner.



Kathy and Mark at Dinner in Salinas

Monterey and San Simeon Trip



Ken and Fran at dinner on second night



Sandi and Chuck - Dining at Smalley's Roundup



Terry and Steve dining in Salinas



Rick and Kathy joined the group for dinner

Monterey and San Simeon Trip



Dawn and Manny, with Michelle, Manny's daughter

Day 3 & Day 4 - Laguna Seca Raceway; Pebble Beach; 17-Mile Drive; Carmel; Monterey

On Saturday, as a result of John Runyon's and Walter Juessen's close relationship with Dean Rottermond, the premiere Rolex dealer in Michigan, the entire group went to the Vintage Car Races at Laguna Seca Raceway. We had reserved parking in the Corvette Corral (Vette parking only), and we toured various exhibits and vendor booths. We also made our way to the Rolex Hospitality Suite, which was positioned high on a hill just ahead of the start/finish line with excellent

views of the majority of the track. Not only did we have priority seating, but we had complimentary refreshments and lunch was also served. We enjoyed watching Shelbys, Cobras, Porsches, Vettes and countless other models race around the 2.238-mile road course. Straightaway speeds for the more powerful cars approached 140 mph. Some of the great race car drivers were in attendance to honor Carroll Shelby, who passed earlier this year. Bob Bondurant celebrated 50 years in racing, and Gary Bennett (Barrett Jackson) raced in one of the Saturday afternoon events.



Monterey and San Simeon Trip

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



Above, our group in the Vette Corral

At left, our hospitality suite



Group at Laguna Seca Raceway

Monterey and San Simeon Trip

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



Above, watching the race from the
Hospitality Suite

At left, race cars on the track

Monterey and San Simeon Trip



The race is on!



Corvette and Ferrari battle it out

Click on the race cars to see a larger view of the cars

The Kulczycki's and Weschler's decided to spend the entire afternoon at the races, while the rest of the group decided to take the 17-Mile Drive with a planned stop at Pebble Beach to check out some of the car exhibits, concept cars and, of course, do some shopping at the shops there. Along the drive, we marveled at the beautiful homes, terrific views, wildlife, and reveled in the 60 degree temps. While at Pebble, Manny, Mark and Kathy also ran into Jay Leno, who they would see again on Sunday. Some couples then decided to go to Carmel or Monterrey for further shopping/sightseeing opportunities. Everyone made it back to the hotel for another by-the pool cocktail hour, sharing stories and reactions to the days' events and enjoying the opportunity to relax and enjoy the cool weather. Dinner that night was at Gino's Fine Italian food. All agreed that the food was excellent and we needed to thank Mike Bulfur for recommending both of the great restaurants we experienced while in Salinas.



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

Above,
cocktails on
Saturday
night

At right -
dinner at
Gino's on
Saturday
night



Monterey and San Simeon Trip

On Sunday, the marine layer was heavy and temps were in the high 50's with a slight breeze that made it feel even cooler. The Kulczycki's, along with Dawn, Kathy, Michelle, and Sandi decided to pass on the Concours and spend a day in Carmel. John and Brenda, and the Harder's and Patricola's, got an early start as parking was on the 17 Mile Drive and you were then bussed-in to the event. The remaining group left a little later, and needed to drop off their spouses in Carmel. Walter was a little delayed---apparently after a couple of glasses of wine the night before, he decided to use "the Club" on his steering wheel---only to realize the next morning that the key to unlock "the Club" was at home in Scottsdale. Not so funny at the time, since he needed a good locksmith to get the Club off. Two hours and \$225 later, Walter finally arrived at the Concours.

As you all probably know, the Concours is the Kentucky Derby of car shows, with multi-million dollar cars of all types on display (and

some motorcycles) on Pebble Beach's famous 18th fairway. Like the Derby, the people



People watching at the Concours - here's Jay Leno!

Monterey and San Simeon Trip

attending are as fascinating as the vehicles, making people watching as important as car viewing, and this makes the event both fun and interesting. We saw Jay Leno, Craig Jackson, Arnold Schwarzenegger, and other Hollywood and business celebrities in attendance. Please see some of the photos for the quality and diversity of both the cars and people on display. The feature car at the famous Gooding auction was a one-of-a-kind 1936 Mercedes 540 K Roadster which fetched a cool \$11.275 million. A 1960 Ferrari 250 GT LWB Spider sold at a more reasonably priced \$11.2 million! Some of us spent several hours at the event, and since

five couples decided upon dinner in Carmel, while 3 couples returned to Smalley's (after a failed stop at a Mexican place--ask Ken about that!).



At the Concours d'Elegance

Click on the photo above to see a better view of this interesting vehicle



Arnold at the Concours



And speaking of people watching,
how about our own Steve and Terry
appropriately outfitted for the Concours d'Elegance!

Monterey and San Simeon Trip

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



Above and top right, cars of all types at the Concours
Bottom right, the boys living it up at the Concours

Monterey and San Simeon Trip

took famed Highway 1 south toward San Simeon. The drive down the Coast was beautiful, but again, the marine layer was quite heavy which obscured views and made driving the curvy road both interesting and tedious. We stopped for lunch at Nepenthe, a restaurant literally in the clouds, or above them as we discovered upon arrival. Instead of great views of the coastline, we had a view of the cloud layer as if in airplane. The



Terry and Fran in front of a Mercedes

Day 5 & Day 6 - San Simeon; California Coast; Elephant Seals; Hearst Castle

On Monday morning, we bid adieu to John and Brenda who headed off for Pismo Beach, and the Patricola's who were going to visit their son near L.A. The remaining six



Waiting for a table at Nepenthe



On the road to San Simeon



The view from Napa

lunch was good, if not overpriced, but the view was worth it and the sun was strong above the cloud layer. Along the way, we stopped to view great numbers of elephant seals, quite popular in the area. We arrived in San Simeon at another Best Western Plus hotel, which was situated right on the beach. The Weschler's, who had the most astounding view of the beach, hosted the pre-dinner cocktail party, and dinner that night was at Moonstone Beach Bar & Grill, a restaurant



Elephant Seals near San Simeon



Dinner at Moonstone Bay



Cocktails on the last night in San Simeon

Monterey and San Simeon Trip

that Mark had experienced previously. The "Coast" restaurants don't take reservations, so a table for 12 took some time to get, but we finally prevailed and enjoyed the local fresh fish dishes and local wine. And, oh yes, we did have another post-dinner socializing hour at the hotel.

On Tuesday (Day 6) everyone in the group had made reservations to take one of the many tours offered at the Hearst Castle, built by the legendary publishing tycoon over 28 years as one of his many homes but the one which he liked the most. His family had camped there when he was a child, and upon his mother's death, he decided to build a retreat where he could entertain his multitude of friends from business, politics, and Hollywood. He hired Julia Morgan, one of a few female architects at the time, to help him build his complex, which was modeled after an European city with a central courtyard, with beautiful landscaping, surrounded by the buildings he would erect. He wound up

building three cottages, ranging from 2600 to 5300 sq. ft., and then decided to build Casa Grande, or Big House. This house has 115 rooms, 42 bedrooms, a theatre-style movie viewing room, great dining hall, and encompasses a mere 69,000 sq. ft. It features twin bell towers and a carved teak gable, with spectacular views of the ocean and countryside. The Roman pool is indoor and 10 feet deep with 205,000 gallons of water, and the Neptune pool is 3-10 feet deep with 17 dressing rooms and has an expansive view of the 250,000 acre ranch that W.R. Hearst owned. It took 28 years to build this marvel, with walls often torn down and built again. One of the pools was rebuilt three times! This massive complex also once contained a private zoo, riding stables, and a mile-long pergola for walking/horse riding. The Castle has a rather large parking lot, and exiting it can be somewhat problematic---just ask Manny about that!

After the Hearst Castle visit, the group had





One of the pools at the Hearst Castle



Mark, Sue, Fran and Dick at the Hearst Castle

lunch in Cambria and took the opportunity to shop again. Some made their way back to the hotel to walk the beach, or just sit high on the bluff to view the ocean. Dinner that night was at the Sea Chest, another great restaurant that Mark had recommended. The seafood was excellent, and despite a 4-4-2 seating arrangement, we made it work ---perhaps to the chagrin of other customers as we made sure that everyone was included in the dinner conversation! *(Ed. Note: Check out the photo on the next page - Ken is chowing down on some awfully good looking seafood!)*

Monterey and San Simeon Trip



Here's Ken, ready to dig in!

Days 7 & 8 - The Trip Home

The Siprut's left the group Tuesday afternoon to visit family/friends in the L.A. area, and the Kulczycki's left early Wednesday morning to do the same. On Wednesday, the Juessen's, Bales, Weschler's, and Harder's

headed for Palm Springs where they planned to overnight before driving the final leg home on Thursday. Along the way, the Weschler's had a family emergency as their daughter in law was having a premature delivery of their grandchild, so they decided to take an alternative route home. (Fortunately, I'm happy to report that mother and child are fine and so are the grandparents. Congrats to Chuck and Sandi on their ninth grandchild.) The remaining three-car caravan made it to the Spa Resort & Casino in the late afternoon, and enjoyed relaxing with games of chance and complimentary refreshments. Not so sure how those games of chance turned out for everyone, but we needed to be in a cool place to avoid the desert heat! The Harder's headed out early on Thursday, while the Juessen's and Bales got a later start. Everyone got home safe and sound, with great memories of the past week.

Final Comment

What makes these trips so special is the camaraderie of the group, the different per-

Monterey and San Simeon Trip

sonalities, the willingness to be flexible and compromise, and the dialogue/conversation, stories/jokes that create not only infectious laughter, but the belly laugh variety that causes your cheeks to hurt and your eyes to water. We had alot of such moments on this trip. Combine that with a wide variety of fun activites, great weather, the unbelievable beauty of the California Coast, wonderful food and wine----well, that all results in one AWESOME trip. Thanks to Walter (and able assistance from Mark) for one amazing adventure! Hope to see other Club members join us for our extended trip to Temecula in October!

Ken



***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 SEPT. 19 DINNER.
HOPE TO SEE YOU THERE!***

Earliest Corvette Concept Car and 2013 427 Collector Edition Convertible



The photograph on the preceding page is courtesy of GM Media Services, and up until the day I received Linda Beyerle's spectacular photo of her red Vette at the Chandler Airpark Corvette show, I intended to use this photo on the cover of this issue of the newsletter. I thought you all would still like to see the photograph, and also that you would be interested in the accompanying press release dated July 25, 2012, which follows:

DETROIT -- The first Chevrolet Corvette, the XP-122 Motorama concept car, and the latest model, the 2013 Corvette 427 Collector Edition convertible, are separated by 60 years of automotive development and advancement. They do not share a single common component, yet the visual connection between the first and sixth generations is obvious.

While the design cues have changed through six generations, it's their elemental composition that makes a Corvette look like a Corvette.

"It's similar to an iconic band, such like the Rolling Stones. For decades, the Stones have been using the same instruments. By changing their composition, the band has produced very different emotions and personalities. Despite the changing personalities of their songs, the sound is instantly recognizable as the Rolling Stones.

"The same is true with Corvette," Peters said. "The new 427 Convertible doesn't share a single design cue with the 1953 model. Yet, even from 100 yards, both cars are unmistakably Corvettes."

As Corvette enters its seventh decade, here are a few of the common elements that have helped make each design unique - and each Corvette look like a Corvette.

- **Proportion:** Each Corvette has similar proportions – from the long "dash to axle" element, to the short tail and small greenhouse.

"Corvette designers have often looked to fighter planes for inspiration," said Peters. "You can see that aerospace influence in the Corvette's low,

wide stance, proportionately small cockpit, and how the body is wrapped around the mechanical components."

- **Waterfall effect:** A powerful, signature cue common among all Corvette generations is the way a part of the exterior bodywork cascades into the passenger compartment between the seat backs, introduced on the first-generation Corvette convertibles. Since then, the waterfall effect has been reinterpreted to make a seamless transition from the exterior to the interior of Corvette.

- **Dual cockpit architecture:** Another iconic Corvette design cue that was inspired by jet fighters is the dual, wrap-around cockpit. Introduced when Americans were obsessed with space flight, the wraparound cockpit instantly conveyed purposeful performance. Today, the Corvette's interior still conveys the car's sporting intentions, with easy access and visibility of the critical controls.

- **The bodyside cove:** While a spear-like chrome feature highlighted the side of the 1953-55 Corvettes, for 1956, a concave cove was sculpted into the bodywork behind the front wheels. Although its form and function have been reinterpreted over the years, a cove or vent has been a signature cue in the Corvette's bodyside ever since.

"The bodyside cove is arguably the most iconic design element for Corvette," said Peters. "In each generation, the cove has influenced the powerful fender shapes and the overall sculpture of the Corvette. In addition, with each generation the bodyside cove has become more and more functional. A perfect example of this is the air extractors on the current ZR1."

- **The tail:** Another Corvette signature is the design treatment of the car's tail. Peters notes that it's not just the use (since 1961) of twinned and rounded taillamps at either side of the back of the car. Instead, it's how the relationship between those lamps, exhaust pipes, and even license plate opening compliment the low, wide proportions of the Corvette body.

Keeping Up with the Big Boys

By Terry Patricola

What an adventure I had last week! The trip to Monterey was quite an experience, especially since I drove over 1,200 miles in our C6 with my husband, Steve, as the navigator.

I always admired the beauty and lines of the Corvette but, to really appreciate this fine work of automobile art, you MUST experience the driving of one. Short trips sure don't cut it. Keeping up with the Big Boys (our Club men and their fine works of art, Vettes) is no easy task. Heavy traffic, turns and more turns and curves up and over hills and around, down some roads fit for horses only, the Boys made me feel welcome. The challenge brought new light to the

word "Vette" and what all our men enjoy in these machines.

I left home a novice to the Vette World and returned an appreciated Vette follower (no pun intended).

So, thanks to all who gave me the edge by allowing me to cut in front, patience to understand - we ladies can run with the Big Boys when we choose to.

See you on the next trip as the Navigator. (Steve is driving again since Manhattan Beach, CA on Tuesday.) Hooray!

Terry



FAJITA FANDANGO

**HOUSE PARTY AT
TERRY AND STEVE PATRICOLA'S
HOME
SATURDAY, SEPTEMBER 29
STARTING AT 5:00 P.M.**

The Menu:

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 and Mexican snicker doodles

Cocktails:

Sangria, red wine and beer

**SPECIAL SURPRISE FOR THE LADIES
AFTER DINNER. IT'S A SECRET -- SO
WE'LL HAVE TO WAIT AND SEE.**

**IF YOU OWN A SOMBRERO PLEASE
BRING IT ALONG!**

**WE HAVE TO LIMIT THE PARTY TO 40
MEMBERS ONLY, ON A FIRST COME,
FIRST SERVE BASIS.**

THERE IS A FEE OF \$10.00 PER PERSON

**RSVP BY LATEST SEPTEMBER 18TH TO
WALTER JUESSEN:JUESSEN@AOL.COM**



2nd Annual Holiday Toy Run - December 14, 2002





With the Toy Run coming up again in December, this issue's feature of "Remember When" is dedicated to the Toy Run of ten years ago: the Second Annual Toy Run to Van Chevrolet on December 14, 2002. The printed newsletter dedicated one-half page to this event, a photo display that I have reproduced here, with no commentary other than then-editor Scott McPherson's comment under the photo of his Jaguar.

I wish I could identify the owners of the Corvettes in the photos, but alas, the only one

one I'm sure of is the yellow Vette belonged to Brent Dupree whose life was claimed by cancer a few years after this event. In fact, I wish I could identify all the people in the group photo on the preceding page, but I'm afraid I can't do that either. I'm sure you can all find, Mike and Connie Cassel, Hugh Anderson, John Parker, and Jim and me, and also some of those members who have gone on to other things, such as Bob Gearhart, Buddie and Joan Hunsinger, Brent Dupree and Clare Goldsberry, Carolyn and Chuck Van Santen, and Scott McPherson, but that still leaves a few faces I can't name. Can anyone help me out?



Brent Dupree's Vette

Remember When...

[Contents Close](#)



“If there wasn’t a Jaguar,
there wouldn’t be a
Corvette.”
...Scott

Membership Guide

Over the past few years we have been blessed with many new members. During my two year tenure as membership director, I can remember only one dinner meeting I wasn't welcoming new or potential members. More exciting is the fact that our new members are actively participating in Club activities. Recently the Board realized that we do not have any guidelines to help initiate new people. With input from the Board, our Vette Vixen co-chairs and our newsletter editor, we have assembled a list of guidelines that we hope will help new members, as well as refresh the memories of Club veterans.

The list is broken down into four categories. Events, Email, Membership/Dues/Board Elections, and Rules of the Road.

Events - Points to consider that will insure smooth execution.

Email - The Club is sensitive to the amount of email our members receive.

Membership/Dues/Board Elections - Membership requirements, dues and Board election information.

Rules of the Road - Points to insure fun but safe Club caravans.

[Contents Close](#)

If you have any questions, or feel we've missed something, please let me or any Board member know.

Thanks for supporting the Scottsdale Corvette Club!

Mark Bales, Membership Director



Picture yourself, with your SCC friends, having dinner on a cool, quiet evening in an outdoor garden overlooking the vineyards of Temecula, California.

You can do it!

Just sign up for the Temecula-San Diego trip on October 11-14!

More information will be forthcoming soon!

Watch your email!



Membership Guide September 2012

Events

1. Try to attend as many Club meetings and events as possible. Be sure to wear your name tags to Club meetings to help your fellow Club members recognize you.
2. If you have signed up for an event, and can't make it, please contact the event organizer as soon as possible. This is particularly critical when reservations have been made at restaurants, hotels, etc., and includes the monthly dinner meeting. If the Club incurs any charges due to last minute cancellations, then the canceling member is responsible to reimburse the Club for said charges.

[Contents Close](#)

3. There may be a small charge per member for some events (house parties, holiday party, etc.). These charges are non-refundable for last minute cancellations. The charge has likely been allocated towards food, refreshments, host expense, etc.

4. Beginning with the Board, we ask that all Club members provide a welcoming environment to new members.

5. Club members are encouraged to contribute their thoughts/ideas on current or future meetings and events.

Email

1. Club members are sensitive to the number of emails they receive. For this reason the Club email list is maintained exclusively by the Membership Director and should not be used for commercial or political purposes.

SCC Membership

2. Mass email communication to all members is restricted to the President, Membership Director, Newsletter Editor, and Activities Director. If a member believes they have information relevant to all Club members, please send it first to one of the above board members and they will decide whether it should be shared with the entire Club. This does not restrict email communications between individual Club members.

3. The co-chairs of the Vette Vixens maintain a separate list, but the above rules would still apply.

Membership/Dues/Board Elections

1. To retain membership you must own a Corvette automobile at some point during any of the twelve-month periods of membership.

2. Membership renewals are processed in October of each year. You will receive an

email notification, well in advance of the due date, and appreciate a quick response. The National Council of Corvette Clubs charges a penalty for late renewal. The cost for late renewals will be passed on to the member.

3. Board elections are held during the November dinner meeting, or electronically prior to the meeting if required due to the number of candidates. Official notification of the upcoming election will be communicated no later than mid-October. Opportunities to apply for a Board position will be presented well in advance, and no later than the September dinner meeting.

Rules of the Road (Caravans)

1. Seatbelts will be worn at all times.

2. All participants are encouraged to have two-way radios.

SCC Membership

3. All cars will keep a reasonable space between them.
4. Keep the car behind you in sight.
5. Make every effort to drive in the right lane on highways.
6. Obey all speed signs and traffic signs.
7. To expedite turns, double up for double left turn lanes. To expedite moving the caravan through stoplights, double up at the intersection on four-lane roads. Return to single file after turn or stoplight.
8. Regroup after several stop lights or stop signs.
9. When parking, back in if at all possible.
10. Do not pass other Club cars unless for safety reasons, or as instructed by the caravan leader or another member.

EVENTS OF INTEREST IN THE ROADRUNNER REGION

October 7

Verde Valley Vettes

Monopoly Rally, Larry Miller Chevrolet,
Cottonwood

Contact Larry McCarty, 928-6395745

Flyer at

www.ncccroadrunner.com/Flyers/RR-426-018-21-Flyer.pdf**October 27**

Corvette Club of Arizona

Peoples Choice Car Show

Thorobred Chevrolet, Chandler

Contact Bill Rhode, 480-963-8877,

bill-rhode@q.com

See flyer at

www.ncccroadrunner.com/Flyers/RR-332-002-Flyer.pdf

 **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!*