



September-October 2015

NEWSLETTER





NEWSLETTER
September-October 2015



*Cocktail Hour - Out in the Middle of the Wild
West during "THE MONUMENTAL TOUR"!
Read all about it, starting on page 31.*



September-October 2015 A Newsletter for Corvette Enthusiasts 133 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
ddobson58@cox.net



In this issue...

*A Monumental Trip,
Woodward Dream Cruise,
A Story of Cars - And
Growing Up, and Much
More...*



Meetings:

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

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



Proudly sponsored by
Van Chevrolet
8585 E. Frank Lloyd Wright Blvd.
Scottsdale, AZ 85260
(480) 991-8300
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A Couple of Chevy Billboards from Woodward Cruise



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.

2015 Board of Directors

President

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

Vice President

Ken Harder (480) 585-3359 kricharder51@cox.net

Treasurer

Mike Cassel (480) 563-2598 mike.cassel@usi.biz

Activities Director

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

Membership Director

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

Secretary

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

Governor

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

SCC Birthdays!



September

Lauri Smith - Sept. 9
Ken Harder - Sept. 10
Jerry Strimbu - Sept. 10
Karla Redford - Sept. 13
Carol Lipsky - Sept. 24
Robert Avondo - Sept. 25
Charlene Capek - Sept. 26

October

Larry Bloom - Oct. 4
Kathy Cartell - Oct. 4
Kay Schaffroth - Oct. 6
Tali Amir - Oct. 9
John Walch - Oct. 9
Brian Anton - Oct. 10
Robert Bailey - Oct. 17
Frank Tasnadi - Oct. 18
Kany Ricotta - Oct. 22
Foster Thomas - Oct. 23
Cheryl Bloom - Oct. 25



Coming Events!

Sept. 9 - Club Dinner Meeting
Sept. 16 - Vette Vixen Dinner/Men's Poker Night
Sept. 23 - Board Meeting
Sept. 25-27 - Prescott Historic Corvette Car Show

Oct. 14 - Club Dinner Meeting
Oct. 17 - Trip to Box Canyon
Oct. 21 - Vette Vixen Dinner/Men's Poker Night
October 28 - Board Meeting

November 11 - Club Dinner Meeting & Election of Board Member(s)
November 14 - Trip to Organ Pipe Nat'l Monument & Casa Grande
November 18 - Vette Vixen Dinner/Men's Poker Night

December 2 - Board Meeting
December 5 - Toy Run to Van Chevrolet & Holiday Party
December 16 - **NO Vette Vixen Dinner/Men's Poker Night**

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 **By Steve Patricola**

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Thank God August is over. It was the "hottest" on record, and there was a stretch of about 6 days where it was exactly like living in Havasu. Anyway, I hope everyone's summer was good, and I would suspect that each of us is looking forward to some cooler weather.

As most of you know (maybe not new members), we do not have any activities in July. Terry and I met Ken and Fran Harder in Vegas in July and drove over 4,200 miles. Here are a few pictures of the trip:



The Grand Tetons - One word I thought of immediately was "majestic."

From the Driver's Seat

And of course Yellowstone



And some inhabitants - Mommy and Calf

There were many other beautiful spots along the way, like the "Badlands," Mount Rushmore, etc. I took

about 300 pictures, some of which are just breathtaking. I felt privileged to be able to see our country and proud to be an American.

In August the Club went to Monument Valley and Moab, Utah. There will be a write-up that covers the trip written by Walter Juessen and John Walch. I can tell you it was a fabulous trip and I'll let this next pic show you what I mean...



Trivia Question: How many movies did John Wayne make there? Can you name 'em?

Couple of things: I have a proposal for the holiday party that I'll be presenting to the Board on September 2nd (special BOD meeting). Once the Board approves the proposal, I will elaborate, i.e., site, live music, and good food (trust me, I sampled it). Upon approval, I will send an invitation to you, and I will need your response ASAP because of the associated variable (participation) costs. If you're unsure about making it, tell me and I'll add you to a tentative list, and I will follow up with you in late October so I can coordinate the menu items.

From the Driver's Seat

In addition, I'll also to provide you with the outcome of our negotiations with Gainey for next year's Club meetings, for which there probably will be an insignificant cost increase for members. More to follow.

That's all, folks. See you at the September 9th Club meeting, and NEW MEMBERS, remember to come at 5:30 for the orientation. Thanks all.

Steve



Terry and Steve



9th Annual 2015 Historic Prescott Corvette Car Show September 25-27

Get Registration Forms and Information
at www.prescottvettesette.org

Contact Walter (juessen@aol.com) if you want to:

- Enter the car show and park your Vette with the other Club members in the show;
and/or
- Caravan with the Club on Friday afternoon, Sept. 25;
and/or
- Join the Club group for dinner at Rosa's Pizzeria in Prescott on Friday night (Sept. 25);
and/or
- Join the Club group for dinner at the Gurley Street Grill in a private room on Saturday evening, Sept. 26.



Editor's Corner

By Dorinne Dobson

Fall is in the air, at least in Wickenburg. It's been a little cooler the last

couple of days, and you know how it is in September - you start thinking of fall and cooler days ahead.

Since July is a non-active month for SCC, there is only one event to report on in this issue - but what an event it was! The trip to Monument Valley and Moab, Utah, was a "Monumental Trip," according to John and Gurmit Walch's excellent article starting on page 23. The photographs are terrific as well, as you will see, including the two cover photos (of people instead of Corvettes this time). Thanks to Mark Bales, John Walch, Frank Tasnadi and Steve Patricola for the great photography.

To make up for the lack of Club activities, two members wrote articles for your reading pleasure. Mark Bales' article on the Woodward Dream Cruise in the Detroit, Michigan, area is a car lover's dream come true. Dennis Brink has written another article, this one about his very first car and how he fixed it up and learned the "art" of not only mechanically fixing the vehicle but also customizing it to the "nth" degree.

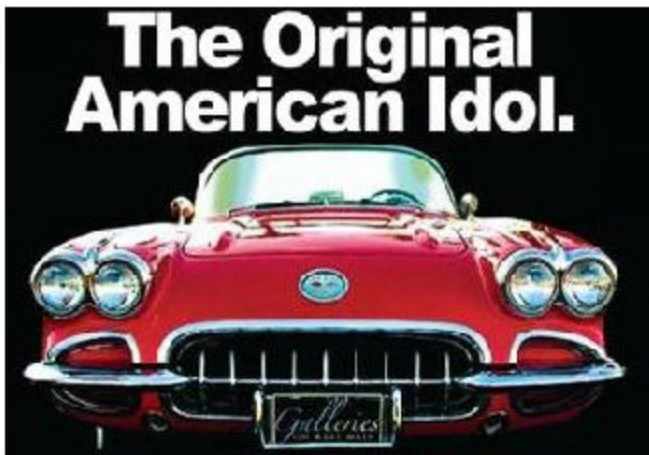
The election of directors will be coming up this fall. Nominations are entertained at the October membership meeting, with the election being held at the November membership meeting. You will be hearing more details on the directors whose terms are expiring at the next meeting.

I hope all you ladies have put the fashion show and luncheon sponsored by the Auxiliary of the Boys & Girls Clubs of Greater Scottsdale on your calendars - Monday, November 23. It's going to be at the Princess Resort, with boutiques for shopping, silent and live auctions, a delicious lunch prepared by the resort's chefs, and a fashion show. Here's the link for more information: theauxiliary.org/special-events/— SCC Member Krysha Sorce is active in the Auxiliary, and you can contact her at kryshalky7@aol.com or 847- 682-5506 if you'd like to participate in a table of SCC women. I don't have details on the cost of the event at this time, as Krysha is still in Michigan, returning in October. Last year the cost was \$85 per person. I'm planning to go and hope to see lots of you there.

Thanks so much to everyone who contributed to this issue!

Save the Wave!
Dorinne

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



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



TRIP TO BOX CANYON NEAR FLORENCE, AZ SATURDAY, OCTOBER 17

Walter is still working out the details for this one-day trip. Here is a link to the Arizona ATV Adventures website:


www.arizonaatvadventures.com/phoenix-tucson-atv-tours/

Watch your email for more details.



**SCC MEN!
SAVE THE DATE!**

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



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



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

*Mark Bales
Dennis Brink
Jim Dobson
Walter Juessen
Steve Patricola
Frank Tasnadi
Rollie Trayte
John & Gurmit Walch*



CLUB TRIPS/ACTIVITIES FOR 2015

Courtesy of Walter Juessen, Activities Director

I ♥ A Mystery

January 24

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

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

February 20-22

Trip to Boneyard & Colossal
Cave, near Tucson



**HOUSE
PARTY!**

March 28

House Party at Aaron &
Jackie Berkowitz's Home



April 26-28

Trip to Williams, Peach Springs
& Oatman

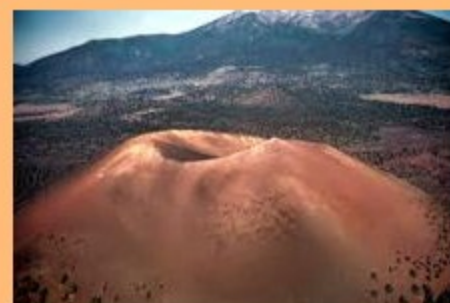


May 15-17

The Coronado Trail
South to North

June 13-14

Trip to Sunset Crater and
Flagstaff



CLUB TRIPS/ACTIVITIES FOR 2015 - Continued

July

NO ACTIVITIES!



July 30-August 2-3

Trip to Monument Valley
and Moab, UT

September 25-27

9th Annual Historic Prescott
Corvette Show



October 17

Box Canyon near Florence

November 14

Trip to Organ Pipe National
Monument and Casa Grande



December 5

Toy Run to Van Chevrolet
and Holiday Party

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Welcome to the Scottsdale Corvette Club Store

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

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

Check It Out!!

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

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

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

SAVE THE DATES - FIRST SATURDAY EVERY MONTH!

CORVETTES & CAFFEINE

at Corvette Performance Arizona

Scottsdale Road between Thomas & McDowell

FREE DONUTS, BAGELS & COFFEE!

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

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

RSVP REQUIRED AT

<http://corvettesandcaffeine.com/>

SCOTTSDALE MOTORSPORTS GATHERING

at the Shops at Gainey Ranch

8877 North Scottsdale Road

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

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

**WILL WE SEE YOU AT ONE OF THESE
EVENTS ON SATURDAY, OCT. 3RD?**



SCC WOMEN! SAVE THE DATE!

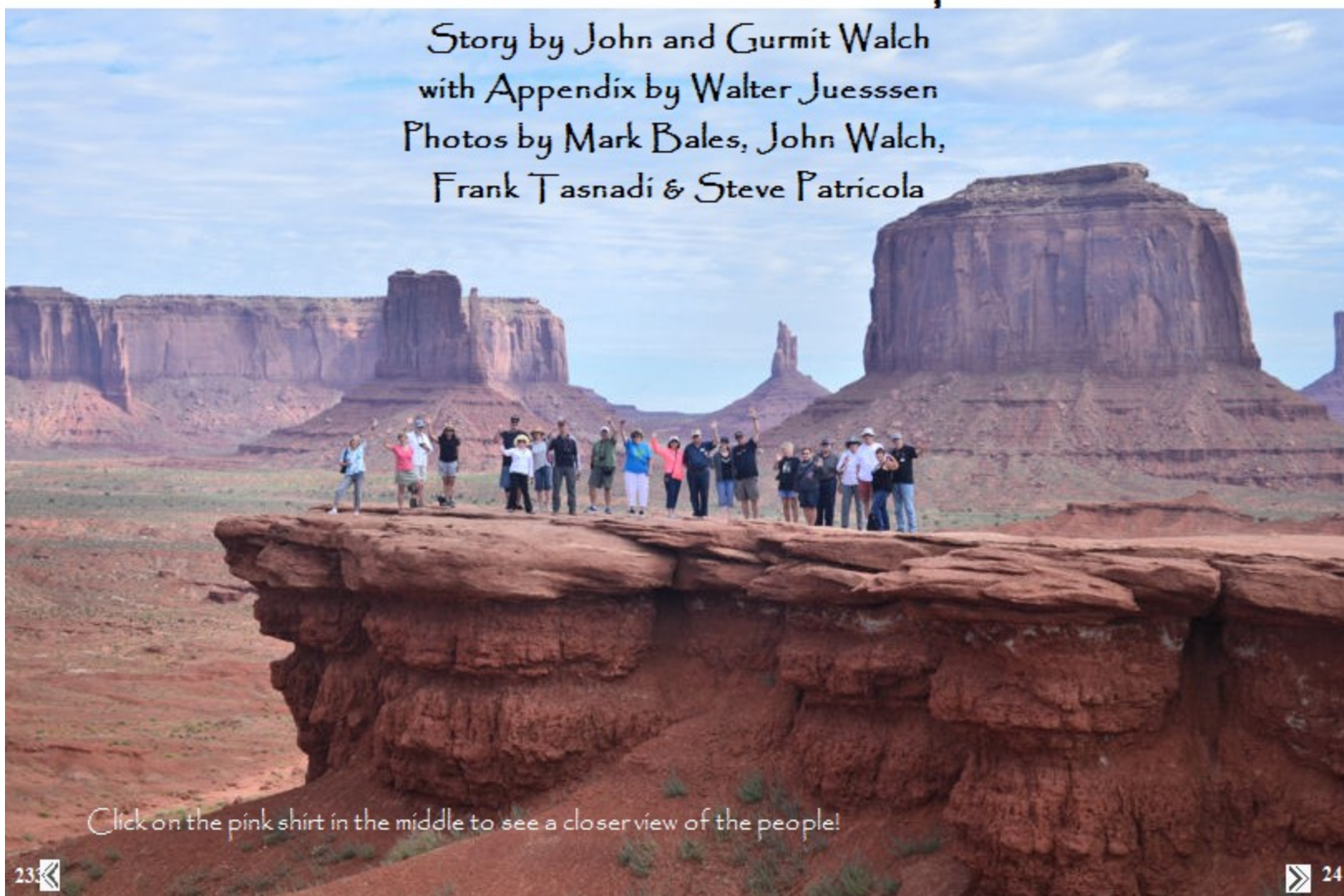
**THE THIRD WEDNESDAY OF
EACH MONTH THE
VETTE VIXENS MEET
FOR COCKTAILS AND DINNER -
DRIVE YOUR VETTE OR NOT**

**WATCH YOUR EMAIL FOR
DETAILS ON THE NEXT OUTING
ON SEPTEMBER 16.**

HOPE TO SEE YOU THERE!

A Monumental Trip

Story by John and Gurmit Walch
with Appendix by Walter Juessen
Photos by Mark Bales, John Walch,
Frank Tasnadi & Steve Patricola



Click on the pink shirt in the middle to see a closer view of the people!



Walter and Michele Juessen teamed up with Mother Earth to provide us with a once in a Blue Moon, monumental trip!

This SCC "road trip" to Monument Valley/Moab was three years in the making and well worth the wait! Originally scheduled to happen in 2013, it was rescheduled to 2015 because of the government shutdown that briefly closed the National Parks, and the new date just happened to coincide with the rare Blue Moon on July 31st.

The 22 participating members (11 cars, which was nearly a Club attendance record for overnight trips) spent 4 days-3 nights in southern Utah. The trip officially began Thursday morning, July 30th, with 9 out of the 11 cars departing from the northeast corner of I-17 and Carefree Highway for Nava-

A Monumental Trip

jo country. The caravan slowed down at Munds Park, just enough to allow Chuck and Sandi Weschler as well as Dorothy Durby and her copilot, Sue Kulczycki, to merge in, completing the 11-car parade.

Our first food/fuel pit stop was at the Cameron Trading Post, where we also set our watches ahead one hour (time we were sure we would make up since we were following Walter in his newly modified 2015 Z06). After satisfying our hunger with Indian tacos and fry bread, our next stop was Mexican Hat, Utah, and "home" for the first night. Approximately 20 miles south of our hotel, we passed through Monument Valley and the views stimulated our excitement for our guided tour into the Valley the next morning.

We arrived at the hotel with ample time to unpack before we all congregated in the hotel reception area and adjacent patio for cocktails and the great appetizers everyone brought along to share. Dinner that evening was just a 2-minute drive down the road, after which many of us gathered for a night cap at the picnic area along the scenic San Juan River behind the hotel.



Cocktails at Mexican Hat - Above, John, Gurmit & Gloria; Below, Glamour Gal Dorothy & Walter



A Monumental Trip



Cocktails, from left, Dorothy, Sue, Pam,
Chuck, Sandi & Michele



Chuck and John take a chance -
See the "Falling Rock" sign above their Vettes!

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Nightcaps at Mexican Hat - From left, Gurmit, John,
Jerry, Pam, Chuck, Sandi & Terry



Frank, Lisa & Vada having nightcaps at Mexican Hat

The next morning we met our Navajo Spirit
guides at the Monument Valley Visitor Center.
Leaving the comfort of our air-conditioned Cor-

A Monumental Trip

vettes we climbed into two open air trucks for an amazing up close and personal tour of Tse' Bii' Ndzisgaii (Navajo: meaning valley of the rocks). Lisa Tasnadi, in spite of being under the weather, was a trouper and joined the group for the day.



This region is truly a photographer's paradise! Everyone became a "shutter bug," even those armed with only a cell phone camera. The dirt trail was full of ruts, and the trucks had a suspen-

sion like a C-1, but it did not matter because the scenery and points of interest where we stopped made the slight discomfort worth it. At one of the sacred sites, our guides suggested we lean back against the smooth sand stone wall of the cavern and gaze up at the eye of an eagle formation in the domed ceiling. While we all relaxed and took in the spiritual atmosphere within the cavern, the guides played their Native American flutes and sang a love song to the ladies. It was truly a special experience.





Gazing up through the hole in the ceiling

A Monumental Trip



Note the Indian face on the rock formation



A Native American Woman Carding Wool

After thanking our guides, we departed for Moab, Utah, with a short stop at Gooseneck State Park. The scenic view of the winding San Juan River 1,000 feet below was impressive, but for





The Corvettes at the Goosenecks

many of the tourists at the park the 11 Corvettes was more impressive as the cameras all turned in the direction of the cars.

Since we were on schedule, our fearless leaders (the Juessens) thought it might be more exciting to take the picturesque back roads over the mesa into Moab rather than the highway. Only one small problem, after a few miles into the alternative route the large sign on the side of the road read "3 miles of unpaved road ahead." Although the Juessens and the Baleses felt the minor risk of a stone chip was worth the reward of a spectacular view from the top, all the others opted to turn around and take the path most traveled. Somewhere along the highway be-



Mark & Walter's Vettes Survived the Gravel Road

tween Gooseneck Park and Moab, Dorothy Durby announced over the radio that "Rosie" (her 1999 Red Coupe) had just surpassed the 100,000 mile mark! Within a few minutes of the

A Monumental Trip



Dorothy & Sue Celebrating Rosie's 100,000 Miles!

group's arrival at the Hotel Moab, the two cars that took the road less traveled arrived with a moderate coat of dust on the cars, and big smiles on their faces.

The rugged picturesque desert region around Moab, Utah, offers several options for stunning day trips including the impressive Arches and Canyonlands National Parks. Because of the almost endless combinations of places to see,

Walter left it up to the individuals to determine which of the options they wanted to select and on their own schedule.



Dinner at the Blu Pig: From left, Gurmit & John Walch, Frank Tasnadi, Ken & Vada Brown, Dorothy Durby, Sue Kulczycki, Pam & Jerry Strimbu & Steve Patricola



Dinner at the Blu Pig: From left, John Ketterl, Linda & John McClelland, Walter & Michele Juessen



The misting system at Blu Pig drenched some people, like Kathy, Sandi, Chuck & Gloria

The Walchs, Ketterls, Weschlers, Patricolas, Strimbus, and the vibrant double act of Dorothy Durby and Sue Kulczycki left the hotel at 8:00 a.m. for Arches National Park, just a short distance north. Once at the visitors' center, the group viewed a large topographic map of the area and established a game plan. Top on everyone's list of things to see was the famous arch that appears on the Utah car tags. After a gorgeous drive up the switchbacks and through the unique rock formations, we arrived at the parking lot near "The Arch." That is when it became apparent we simply did not have enough photographs of rocks yet, so we hiked to get more. As the group gazed across the jagged landscape at the numerous pillar-shaped rocks, we

could not help but be reminded that we were all (especially Sue) missing Dick Kulczycki on the trip.



John and Gurmit Walch (co/authors of the first part of the article) made an early departure from the group and missed the last evening dinner and the tour of a private car collection. So we will turn over the pen to Walter to write the remainder of this article.

John & Gurmit



A Monumental Trip

WALTER'S APPENDIX TO JOHN WALCH'S TRIP REPORT AFTER HE LEFT US ON SATURDAY MORNING.

(PLEASE REMEMBER - WALTER WRITES ONLY IN CAPITAL LETTERS - NO OFFENSE!)

MOST OF US WERE GOING TO ARCHES NATIONAL PARK AND SOME TO CANYONLANDS. NOTHING SPECTACULAR HAPPENED, AT LEAST TO MY KNOWLEDGE. EXCEPT THE WEATHER WAS PICTURE PERFECT AND SO WAS THE CROWD. EVERYBODY HAD SEVERAL OPTIONS THIS DAY TO EXPLORE THE MOAB AREA, AND EVERYBODY AND HIS BROTHER, MOSTLY FOREIGNERS, WAS THERE.

AT 5.00 PM WE CARAVANED TO VISIT A PRIVATE CAR COLLECTION. IT WAS VERY IMPRESSIVE, NOT SO MUCH WHEN WE ENTERED THE BUILDING THROUGH A CARWASH ... AND ...



John McClelland in foreground, as group is ready to enter the "car wash"

WHAT DID WE SEE? A VIPER!!! AND NOT ONLY ONE - NO, THREE OF THEM! THEY BELONG TO THE OWNER'S SON, CHAD.

THE OTHER SON, DUSTIN, DROVE IN STYLE WITH A ZO6 - BUT JUST A "REGULAR" VERSION - YOU KNOW WHAT I MEAN....

THE GUYS OPENED THE DOOR OF THE MAIN BUILDING AND WOW! THERE WERE 60 PLUS CARS. AND ALMOST NO ROOM FOR MORE! FROM A 1955 GT 40 TO A 50TH ANNIVERSARY CORVETTE WITH ZERO MILES - YES 0 MILES! THERE WERE AT LEAST 15 CORVETTES OF ALL GENERATIONS. WE ASKED, "DOES YOUR FATHER SELL CARS?" THE ANSWER WAS: SOMETIMES - AND IF HE FINDS ANOTHER CAR HE WANTS, WELL, YOU GUESSED IT RIGHT, HE WILL BUY IT.



NO IDEA WHAT JERRY, THE FATHER, DOES FOR A LIVING, BUT FOR SURE HE WAS NOT A USED CAR SALESMAN. EVEN IN MOAB, WE ASKED PEOPLE IF THEY KNEW ABOUT SOMEBODY WHO



HAS MORE THAN 60 CARS IN TOWN. THE ANSWER WAS: NO - WE NEVER HEARD ABOUT THAT.

A Monumental Trip



'63 Split Window



A Corvette & A Corvair

BACK AT THE HOTEL WE GOT PICKED UP BY A BUS TO BRING US TO THE SUNSET GRILL. THIS PLACE IS OVERLOOKING THE MOAB VALLEY, AND THE SUNSET WAS SPECTACULAR.



The C5 has ZERO miles!



WE HAD A PRIVATE ROOM, AND THE SERVICE AND FOOD WERE VERY GOOD. NEXT TIME YOU ARE IN THE AREA, CHECK IT OUT. DINNER ONLY!

A Monumental Trip



Dinner at Sunset Grill

*Top left, Chuck, Sandi, Sue, Dorothy, Frank,
Lisa & Kathy*

Center, John, Vada, Ken, Steve, Terry & Gloria

Bottom left, John, Linda, Walter & Michele

Above, Walter with his "frilly" drink

A Monumental Trip



Having Fun at Sunset Grill

ON SUNDAY EVERYBODY LEFT ON THEIR OWN TIME AND DIRECTION. I DROVE WITH ANOTHER COUPLE - NOT TO MENTION ANY NAMES - HE FOUND A QUICKER ROUTE BACK HOME. WELL, AFTER 2 HOURS OF DRIVING, "HE" FOUND OUT THAT HE OR THE NAV SYSTEM MISSED THE CALCULATION BY AN INCH - JUST 100+ MILES LONGER THAN PREDICTED. BUT WE GAINED 1 HOUR IN TIME - BIG DEAL.

ON THE WAY BACK WE SAW ONLY BLACK CLOUDS IN THE WEST, AND I BELIEVE THAT WE WERE PRETTY LUCKY THAT WE DID MONUMENT VALLEY THE DAY BEFORE.

AS FAR AS I KNOW EVERYBODY MADE IT HOME SAFELY.

WALTER

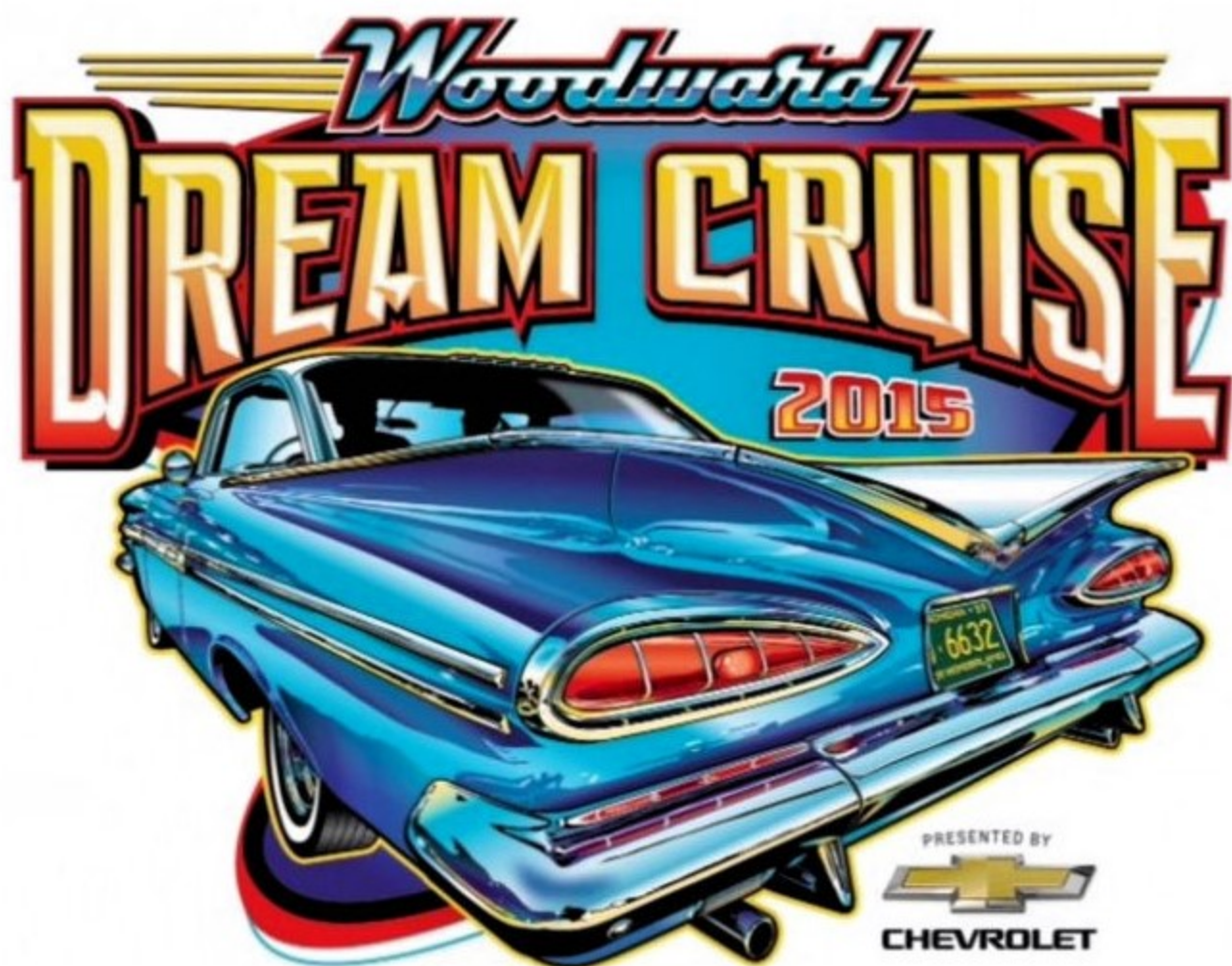


FROM ROLLIE TRAYTE:

The New BUBBA BOAT Exhaust System

Works for diesel conversions too!

Contact Rollie if you want to find out more about it!



STORY AND PHOTOS BY MARK BALES

Woodward Dream Cruise

Want to know what it is like to attend the largest single-day classic car event in the world? Thanks to the hospitality of members John and Jane Runyon, the Bales and Juessens had a chance to find out. Recently moving into their new home in Birmingham, Michigan, the Runyons invited us for the weekend Cruise activities.

A few facts about Woodward Avenue. Beginning in Detroit, and running through several Michigan communities, Woodward Avenue (M1) was the first paved road in the country. In the late 50's there wasn't much of a commercial presence along the avenue, and its width made it perfect for street racing. Throw in a number of drive-ins and auto supply shops making it popular for cruising, racing and just hanging out.

Move ahead to 1994. Plumber Nelson House was looking for ways to raise money for a children's soccer field in Ferndale. Along with volunteers he decided to try to recreate the nostalgic days of the 50's and 60's. In August, 1995, the first Woodward Dream Cruise was held, with the intention of being a one-year event. Expecting twenty to thirty thousand spectators, organizers were blown away when 250,000 people showed up. Obviously, the rest is history. Today, the event is attended by 1.5 million

people, and attracts 40,000 muscle cars, hot rods, customs, etc. It is estimated the event brings \$56 million to the local economy. Although the main event is one day, on the third Saturday in August, people start cruising and gathering along the route days in advance.



So, what was it like? Unbelievable! Saturday morning, John drove Walter and I a few miles down and up Woodward. That took a few hours, but one traffic jam I didn't mind being in. We were surrounded by an ever changing selection of classic American iron. Passing us on the street or lined up along the route were hundreds of beautiful cars and

Woodward Dream Cruise

trucks. The route was lined with spectators who set up their tents and lawn chairs days in advance, local car club shows, and a heavy presence of the Detroit auto industry. GM, Ford and Chrysler had their top performance cars on display, with a surprise I'll get to later.





Woodward Dream Cruise

After our cruise, Walter and I wandered around the down-town Birmingham car show, and then planted our butts on the Woodward curb. I could have sat there all day. Muscle cars are big, along with customs and street rods. Oh, Corvettes? I have never seen so many excellent examples, all generations, in one place.



Speaking of Corvettes, GM displayed the new Z06 C7.R Limited Edition. Production will be limited to 500 copies, with only one option offered. Yellow or black exterior. It is nothing more than a fully loaded

Woodward Dream Cruise

Z06/Z07, although applying the term "nothing more" is likely the wrong choice of words. What sets it off are the exposed carbon fiber hood, the C7.R racing graphics and the yellow outlined wheels. It is the most badass C7 I've ever seen. Even Walter admitted his Z06 looks "tame" by comparison.



[Click on the carbon fiber hood to see more detail.](#)

Woodward Dream Cruise

If you haven't been to the Woodward Dream Cruise, you must add it to your bucket list. It is too awesome for words. I know I hope to attend again someday. Hey, I have another 35,500 cars to see!

In closing, our thanks to John and Jane Runyon for their hospitality. In addition to the Cruise, we had a great time catching up, eating, drinking, and visiting with their family living in the area.

Mark



ATTENTION SCC WOMEN! SAVE THE DATE! MONDAY, NOVEMBER 23!

The Auxiliary of the Boys & Girls Clubs
of Greater Scottsdale invites you
to a dazzling day of friends,
food and fun!



This event is a luncheon, fashion show, boutiques, silent auction, and more, at the Fairmont Scottsdale Princess Resort. Doors open at 9:30 a.m. Member Krysha Sorce is involved with the Auxiliary of the Boys & Girls Clubs, which puts on this event. She will be reserving a table for SCC members. If you are interested in attending, call or email Krysha at 847-682-5506 or kryshalky7@aol.com.

A STORY OF CARS ... AND GROWING UP

Story & Photographs by Dennis Brink

How, where, and why it happened is really hard to say. I have some ideas and guess it is fair to say - I got hooked early and probably was following in my Dad's footsteps - but much earlier than he was able to - and could keep going. While for him it was just an early memory that was replaced with getting married and having a family.

Before starting off, it seems peeking back to see 2 photos of my Dad with his first car, a Model A Ford roadster, would really be the way to start off with this story. And, you know, maybe this is all about a boy and his toys!



Ralph Brink's Model A Ford Roadster

When I was 14 years old, we lived in Cedar Rapids, Iowa. I was starting to roam a little rather than settling into normal school regimentation as most young people and yet always



Ralph in his roadster

wanted to do things and learn. We had moved from Milwaukee, Wisconsin, a little over two years earlier, in June 1954, and life had changed quite a bit for all of us in the family. Dad and Mom pretty much worked all the time trying to do their best for us 5 kids, and it was a struggling period with all the neighbors pretty much in the same boat.

I had helped Dad build a garage, including pouring the slab, and he knew I could take on responsibility. We built the garage together with me absorbing a lot very quickly. It had a flat roof which certainly meant it was easier to build and yet worked very well for what apparently was coming up next on his mind!

I don't absolutely know for sure, but would guess Dad looked back to an earlier time and thought about some of the independence struggles he had gone through, as well as my re-

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sponsibility, and that this might help nurture some of the changes for me. That surprise turned out to be a maroon 1949 Mercury convertible that he thought would keep me in the yard by learning how it worked and fixing things that certainly needed to be fixed on that \$200 car. Well, he and Mom got to drive it around for a few weeks, on weekend nights, with Barb and Wayne Kolsto, our next door neighbors, and then he was approached by a fellow who offered him \$300 for the car. That was a lot of money back in 1955 and hard for him to tell me he was selling it, even though telling me he would buy another car that was even better. It was only a few weeks later, and Dad had purchased a green 1949 Mercury coupe that did fit the bill - even with the dent on the driver side front fender - and it cost him \$200. This green 1949 Mercury 2-door became my first car, and the rest opened up more stories than I can either remember or maybe care to share!

But perhaps we can walk thru a better part of this lifetime endeavor and see if any trends developed, or if much has really changed, in what to date is a pretty long time - hard to believe in so many ways. What you will probably note was that I always had a smile on my face, which I suspect was really just an extension of how I felt inside, and I think my folks knew that very well!

Dad assured me I could dig into this car in any way I wanted and that he would help me when I needed help. That seemed reasonable for a 14-year-old. He was smart enough to mean



help with ideas and that really did make the difference for learning. He would just ask what I was trying to do or thought I needed to do and then try to pull ideas from me before he would give me suggestions and cautious recommendations.

I'm getting ahead of myself as usually is the case. So I should note that Jerry Boubin, who lived behind us, was fortunate enough to have his father pretty much do the same for him when he bought Jerry a 1947 Chevrolet convertible. Then there was Larry Kolsto, who lived next door, a year younger than us, and always around to help, or wanting to learn, as we did. It was a neat time period with all of us pretty much staying around, talking or working on the cars and certainly visiting the junk yard on many Saturdays to find

parts we thought we needed.

Got to the junk yard either by bicycle or walking and got the parts by taking them off the cars ourselves (my bicycle was always close by and is in one of the pictures). Going to the junkyard was good and bad - got to practice on how to take things apart, and if that wasn't working out right, we could move on to another similar car and then probably get the part off easier or unbroken just being a little more familiar! The picture to the right shows me in my suntan best, getting some tools - and my trusty bike behind the door just showing slightly.

So back to this first car, the Mercury. I learned quickly how to start it and then how to go forward and backward on our gravel driveway. Yah, sometimes spinning wheels either by accident or just for the fun of it. Remember, the car was a stick shift, and there was no better way to learn for sure than by being behind that wheel.

My first exercise was trying to pound out the dent in the fender, then fill it in with fiberglass, sand, primer, refill, sand, primer, etc. until I finally got it looking pretty darn good. You get the idea by looking at the picture at the top of the next page - as I look back at these pictures, it is hard for me to believe. The bottom picture on the next page starts to give an appreciation for what I was getting into - as well as what my parents had to be shaking their heads much of the time!



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Mom never felt all that good about the driveway exercise for sure. Early on I found that when Dad would drive it and I was sitting next to him, that the car would pop out of second gear when he would let up on the gas pedal. He said it was the throw-out bearing and that at some point the transmission would have to be removed and a gear and bearing replaced.

Transmissions were kind of touchy and, if someone would shift too fast and not have the clutch in all the way, you would hear gears grinding. After a while the gears tended to get rounded out and could just chip off and break. That, of course, was the problem we had with the Mercury transmission.

Then it was jacking up the car, getting underneath, and trying to figure out how to remove the transmission. This was really nasty, as there was a lot of grease on the undersides of all these older cars - you really wouldn't want to go back to the good old days - and I certainly didn't understand that as I was trying to remove the bolts on the transmission, which were connected to the engine and supporting the back side of that engine, there were several hundred pounds above me that was wanting to drop as I was trying to remove the transmission.

Well, I'm here today so you know it did not drop on me. I got so far, stopped, talked to my Dad, and he told me to put blocks and 2 x 4 wood pieces between the engine and the

ground so that as I was jacking the car up, or down, the engine would stay positioned and then I could loosen the transmission and pull it back and down. That darn transmission was heavy and probably produced a few muscles as well!

Fixing the transmission was a story in itself. Starting off knowing absolutely nothing, I remember Dad telling me to take the side plate off and that I would be able to see which gear had the chipped pieces - which I did - and then he said to just be careful so that as I would remove each gear I would remember the sequence for when I was putting it back together. So, are we still together here? I can tell you pretty much all of that went in one ear and out the other. I took the gears out, had the bad gear and bearing in my hand and headed for the junk yard. Found an old Mercury transmission, took the gears out, bought what I needed, and went home with a big smile on my face.

Next order of business was just getting that transmission back together. You know, I was so quick at it that I didn't even need all the pieces - had 2 left over - and put it back together and was sure it should be just fine. Told Dad about it and he just looked at me - yup, this was his son talking! He showed me how the gears were sliding and where they were not meshing and why (there were the missing pieces that I had lying on the ground), and that I'd have to put them in. It took me about 3 more tries, including going back to the

junk yard to see exactly what order those gears were in and if there was some mystery on why I was not getting them all back in, in sequence, and making them fit as well! Finally got the transmission back together correctly, and then back in the car. When Dad drove it, with me next to him, he said that I had done a good job and learned a lot.

So by then I was practicing going forward and backward in the driveway and sometimes just getting out into the street and down a few houses so I could shift it into second gear myself. Okay, still just 14 years old but was getting pretty darn good in my young age! You may not be aware but in those days you could get a driver's permit at age 14 if you lived on a farm to permit driving during the daytime to and from school. Well, I didn't exactly live on a farm, but then I didn't exactly need to drive all the way to school (Wilson High was about 6 blocks away) at age 14. I waited until I was familiar enough with the Mercury and had done enough customizing on it to drive it down around school after I turned 15 and was a sophomore!

Now I had a vision of what I wanted to do with the car. These were the days of cool cars - well, plain and maybe ugly cars made to look cool. It might be said I was near the head of the stream in Cedar Rapids, Iowa, on that topic. I knew I wanted to remove the door handles, hood trim, trunk trim, tail lights, build a custom grille, maybe french the headlights, have it lowered, find custom hubcaps, put special

taillights back in the fenders, put on dual exhausts with glass packs to make the car sound a little more formidable of course, repaint the car, and then have the whole interior of the car redone. This was going to cost money, but I had a part time job and was now age 15. So I knew that I still had time to complete this mission.

This whole project took a lot of time in my 15th year, but I can tell you all the outside work got done, I learned how to spray paint the car in primer paint, and when it was all sanded and smooth enough, I sprayed it a darker metallic blue color in lacquer. Sad to say, the paint came out so rough and I couldn't smooth it out, no matter how much rubbing compound I used. A week later I knew I would have to repaint it and would choose a lighter blue that was a straight color.

Hindsight says the color change probably was a better choice. By the time I had all the outside as I wanted it, I was feverishly working on the changes I wanted to make on the inside - I could do all the painting myself but had to have an auto interior shop do all the sewing for the seats, door panels, headliner, and carpeting as I wanted them - and had to save up quite a bit to be able to have that hired out.

So, while saving money for that, I told Dad I wanted to put in electric push buttons so I could open the car doors and then also put in a lock so I could lock the car (the push buttons with their heavy duty solenoids could draw down the

6-volt car battery very quickly and also let someone get into the car if I didn't want them to without having a lock). I knew where I wanted to put the buttons, right within the chrome trim behind the door - pretty neat idea I will tell you as you could hardly see them. I could not figure out how to hook the electrical wiring up or what kind of solenoid to use to pull the cable down on the door linkage within the door to make it all work. Dad came up with an idea that took a while to make it all work, but when done, it was just fantastic.

We'll see that interior and my smile on the next page and know that pretty soon I'll decide it is time to move on to something else. Change and Challenge. Those really different cars are coming!

I can tell you when I got my driver's license on Tuesday, July 9, 1957, I was 16 and absolutely ready to go. Dad had given me all the lessons I needed to know how to drive, plus I had done a lot of practice after school, when I would get home before Mom and Dad got home, to practice on my own. No, I didn't have a driver's license then, but I was just driving around in the neighborhood and past school so that shouldn't really have mattered, should it? I don't want you to get the wrong idea. It was wrong to have driven like that before I had a license, and I certainly would not encourage anyone else to do that. The other problem would surface at dinner time when my two younger sisters would say they saw me driving the Mercury as they were walking home from

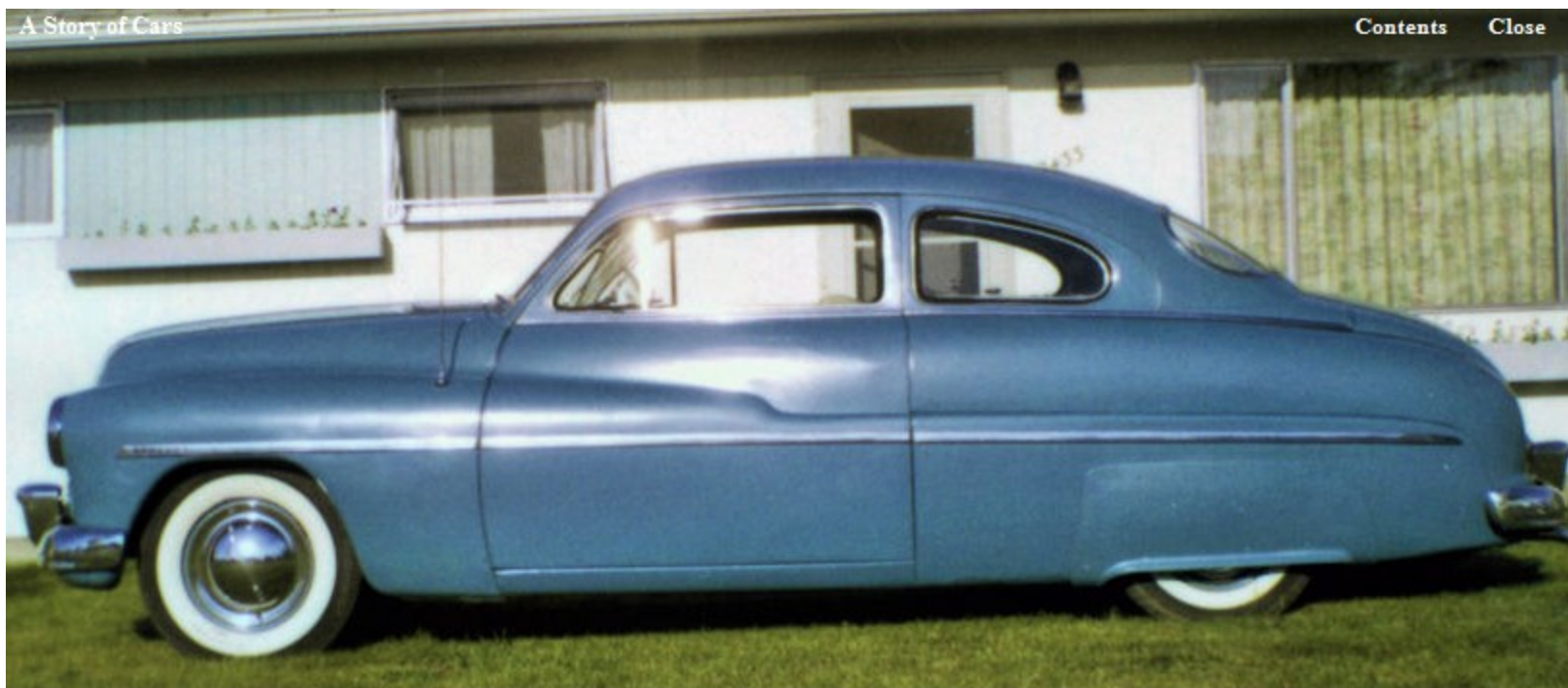
school - they were only about 5 and 6 years old - what could I say?

Before I was 17, I sold the 1949 Mercury for \$350. In 1958 that was a lot but I probably lost \$200 as well as all the free labor. It ended up being an early lesson in realizing the difference between what people might like and what they could afford. Everyone loved the car, but no parent would pay a lot for their son to have a car like that! I had done everything I wanted to do with the Mercury, and it was time to try something else.

Yes, I was still in school, had challenged all of my teachers in those first couple of years but was essentially done in 3-½ years with a number of extra credits. I just went back in the spring semester for one class and a study hall to be near my friends. Otherwise, I was already working full time in a couple of jobs - one at a car wash and the other at a gas station. Safe to say, there was limited vision on some topics then!

I have a lot of pictures of the Mercury, both black and white and color from some of the early stages and at completion. Just so glad I took them all. Several of them are included here, but a lot more in my memory that maybe are best to be kept there!

Dennis



The 1949 Mercury Coupe in 1957





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