



NEWSLETTER





May/June 2009 A Newsletter for Corvette Enthusiasts 99 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
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Meetings:

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

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



In this issue...

*Coming Events, March
Madness - Trip to Bagdad,
German Ethnic Dinner,
Trip to Pima Air & Space
Museum, Joel Patterson's
Safari to Africa, 2010
Corvette Grand Sport, And
More...*



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Scottsdale Corvette Club Mission Statement

To enhance the experience of Corvette ownership through the support system and fellowship of its members. This is achieved in an interactive social environment of monthly meetings, activities, road tours and a newsletter.

This forum invites the sharing of experiences, knowledge and fun, while creating an atmosphere that perpetuates the leadership position of America's only true sports car.

All that is asked of its members is professionalism, integrity, personal ethics, and a love of the Corvette.

2009 Board of Directors

President

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

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Member at Large

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SCC Birthdays!

Spring Flowers



May

Alice Pfeffer - May 3rd
Bill Paige - May 10th
Ralph Anderson - May 18th
Dick Kulczycki - May 25th
Cathi Paige - May 15th
Michele Juessen - May 30th
Maria Patterson - May 30th

June

Linda Cherner - June 3rd
Rolf Aberegg - June 7th
Scott Sheldon - June 7th
Sue Kulczycki - June 13th
Joel Patterson - June 16th
Sue Naylor - June 20th
Norma Parker - June 30th
Sandi Weschler - April 30th

THE HOT ONE
IS COMING!



From the Driver's Seat...

Mike Cassel



It is an understatement to say there is a lot of "activity" going on in the automotive industry these days with GM and Chrysler facing bankruptcy/reorganization. It will be interesting to see what effect, if any, the changes that lurk in the near future for GM will have on Corvette. Already the normal two-week (in between model years) shutdown for the plant in Bowling Green has been increased to nine weeks so if you have a new 2010 Corvette ordered, be prepared for some potential delays. Pontiac appears to be a thing of the past and who knows what will be next; hey, we may all own collector Corvettes!!

Some positive and exciting changes for Corvette in 2010 include the introduction of the Grand Sport. This vehicle will have the appearance of the Z06 (wide body) and will even be available as a convertible. It will be the highest per-

performance **removable** roof coupe and convertible and the highest performance automatic Corvette. Pricing will be somewhere between the Z06 and standard Corvette. We will talk more about this vehicle at our next SCC dinner meeting. I won't discuss all of the changes for Corvette in 2010 but for those **Torch Red** lovers out there..... "it's back"! Yes, Torch Red is being added to the list of exterior colors but Atomic Orange has been dropped.

Since the last newsletter the Scottsdale Corvette Club has had road trips to Bagdad and to the Pima Air & Space Museum, which you can read about elsewhere in this newsletter, and a great Epicurean event at a local German restaurant. We have an upcoming three-day road trip to the Route 66 Fun Run that will take us from Seligman to Oatman, AZ on May 1 through May 3. That event is booked up so we will tell you how it went at our next dinner meeting. We are trying to finalize a potential one day road trip to the Riordan Mansion in Flagstaff and will keep you apprised of that event. For July we have a Diamondback game scheduled in the cool comfort of Chase Field in the "all you can eat" section! As always, I encourage you shine up those Corvettes and join in on these fun events.

Speaking of Scottsdale Corvette Club events, one of the functions of your board of directors is to put together an annual schedule of fun and interesting club events. This is not an easy task because it is difficult to select events or trips that cover everyone's interest. With that in mind we would like to have your input. Please let us know what types of events you would like to see in our 2010 schedule. Keep in mind (to borrow a phrase from Walter Juessen) we just want to have fun!

And remember..... "Drive it like you stole it"!

Mike



Coming Events!

May 1st-3rd - Route 66 Fun Run
May 13th - Club Dinner Meeting
May 20th - Vette Vixens Dinner
May 27th - Board Meeting

June 10th - Club Dinner Meeting
June 13th - To be announced
June 17th - Vette Vixens Dinner
June 24th - Board Meeting
June 27th - Ethnic Epicurean Experience

July 8th - Club Dinner Meeting
July 11th - Baseball Game at Chase Field
July 15th - Vette Vixens Dinner
July 22nd - Board Meeting

August 12th - Club Dinner Meeting
August __ - Flagstaff-Riordan Mansion Trip
August 19th - Vette Vixens Dinner
August 26th - Board Meeting

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

What a pleasure to have so many contributors to this issue of the Scottsdale Corvette Club newsletter! I think this month we have more contributors than we have EVER had! Thanks to all who contributed ideas, photographs and articles!

I know you will enjoy Joel Patterson's article and photos of the African safari that he and Maria went on last year (page 63). This had to be the experience of a lifetime.

Mark Bales is always the man on the spot, coming up with the press release and photos of the 2010 Grand Sport on page 43 on the day before the big announcement at the National Corvette Museum.

You'll be surprised to see a little "Non-Quiz" from Ben Walker on page 13. Ben says it is a "Non-Quiz" because he doesn't necessarily know all the answers. We'd like to hear from you if you can answer them all.

I hope you like the slightly new look of this issue of the newsletter. Please let me know if any of the links don't work for you, or if you have suggestions for improvements, I'd love to hear from you.

For those of you who leave Arizona for the summer, here's hoping you have a cool one. For those of you who stick around, we hope to see you on an SCC trip or two this summer.

Dorinne



Editor's Corner



ACTIVITIES CALENDAR FOR 2009

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

JUNE

10 - Club Dinner Meeting
 13 - TBA
 17 - Vette Vixens Dinner
 24 - Board Meeting
 27 - Ethnic Dinner

JULY

8 - Club Dinner Meeting
 11 - BASEBALL @ Chase
 Field - Dave
 15 - Vette Vixens Dinner
 22 - Board Meeting

AUGUST

12 - Club Dinner Meeting
 ?? - RIORDAN MANSION
 FLAGSTAFF - Mike
 19 - Vette Vixens Dinner
 26 - Board Meeting

SEPTEMBER

9 - Club Dinner Meeting
 16 - Vette Vixens Dinner
 19 - PRESCOTT CAR SHOW
 - Dorinne
 23 - Board Meeting
 26 - Ethnic Dinner

OCTOBER

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

NOVEMBER

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

DECEMBER

2 - Board Meeting
 6 - HOLIDAY PARTY - Manny
 12 - Toy Run to Van Chev.

Taking License - By Ben Walker



Personally speaking, a few of our members are taking license with their plates for their zoomers. Do you know which plate belongs to which owner? This editor's lips are sealed, but every reader gets eight guesses and the first 10 don't count.

1



2



3



4



5



6



7



8





**STEVE HOLLANDER
WON \$125.00
AT THE APRIL MEETING
MEMBERS' DRAWING!!**

**WE'RE BACK TO \$25.00 AT
THE MAY MEETING!**

BE THERE OR BE SQUARE!

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HERE'S THE LUCKY WINNER!

STEVE HOLLANDER!

STEVE MUST BE CAMERA
SHY - THIS IS THE BEST
PHOTO I COULD COME UP
WITH IN THE SCC PHOTO
ARCHIVES.

CONGRATULATIONS TO
STEVE!

MARCH MADNESS - CORVETTE STYLE!

By Dorinne Dobson

*Photography Courtesy of
Dorothy Durby
John Parker
Berny Rasch
Ben Walker
Dorinne Dobson*

Saturday, Marcy 14th, dawned bright and sunny - a perfect day for a trip to Bagdad in our Corvettes!

March Madness

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At 8:30 a.m. ten Corvettes met at the Albertson's parking lot at the Carefree Highway and I-17.



» 18



Chuck and Sandi led the group across Highway 74 to U.S. 60, through the construction mess in Wickenburg, and out Highway 93 to the Chevron station at Vulture Mine Road. Jim and Dorinne were already there, waiting for the group. While in the parking lot in Wickenburg, we drew the first two poker cards for the poker run.

At the drivers' meeting, it was determined that Walter and Michele would lead the charge up Yarnell Hill.







Jim led the way to Congress, where we all pulled over and Walter took over the lead.





Here we all were, charging up Yarnell Hill, acting like race drivers, when lo and behold! A photo radar van appeared around a curve! We immediately slowed down and hollered a warning on the radio, but we think photos may have been taken of a couple of the last cars in the caravan.



We arrived in Yarnell, to find Walter and Michele patiently waiting for the rest of us to show up.



It was cool and beautiful in Yarnell, but a few stormy-looking clouds were hanging over the Bradshaws. I assured the "RAIN-O-PHOBES" in the group that it was raining in the mountains but we would not be going there. After stretching our legs for a couple of minutes in Yarnell, we took off, with Jim in the lead again, wending our way through Peeple's Valley,

turning left on County Road 15 toward Kirkland, and then stopping for a rest stop and another poker draw at the Kirkland Steak House.



The clouds were looking more menacing and the "RAIN-O-PHOBES" were nervous. We



We headed down Highway 96 toward Bagdad, and a few miles down the road a light shower of "clean" rain water sprinkled our cars. The "RAIN-O-PHOBES" whimpered, but luckily they didn't have to turn around and go home, because it lasted less than a minute.



We pulled into the parking lot of the Circle Bar Steakhouse in Bagdad at 11:45, right on schedule, and they were ready and waiting for us with menus and the chicken



taco salad special we had requested. We drew the last two poker cards while we waited for our drinks to arrive and ordered our lunches.

Once the poker cards were drawn and the lunches ordered, Lyle Murphy, the husband of Lisa Murphy, the owner of Circle Bar Steakhouse, arrived to give a little talk about the history of Bagdad. Lyle's parents came to Bagdad in 1948 where his father

worked for the mine. Lyle followed in his father's footsteps and has worked at the mine for most of his life. He confirmed the rumor that we had seen on the internet and repeated in the flyer promoting the trip: The first miners were a father and son team. The ore was hauled out on mule teams in bags. The son would be mining, filling the bags with ore. The father would be getting the things the son needed to mine. When the son needed another bag to fill, he would yell, "bag Dad". The words stuck in memory and became the name of the town.

Lyle told us of some of the advancements made at the mine over the years, including the conversion from underground mining to the pit mine in the 1960's, and describing the changes and improvements in equipment and processing over the years. The mining company works very hard to be a good citizen and not have any detrimental effect on the earth and the community and areas and surrounding the mine.

As lunches started being delivered by the waitresses, Lyle concluded his discussion. We all learned a little more about Arizona and its history and heritage from Lyle. We



thanked him for his generosity in making the presentation on our behalf.

And then we tucked into our lunches. I envied Lon with his burger with Deep Fried Jalapenos! He said it was good! It looked good - but HUGE; at a half-pound, that's one BIG BURGER! I couldn't resist having the chicken taco salad again, and was not disappointed. It was as good the second time as the first.

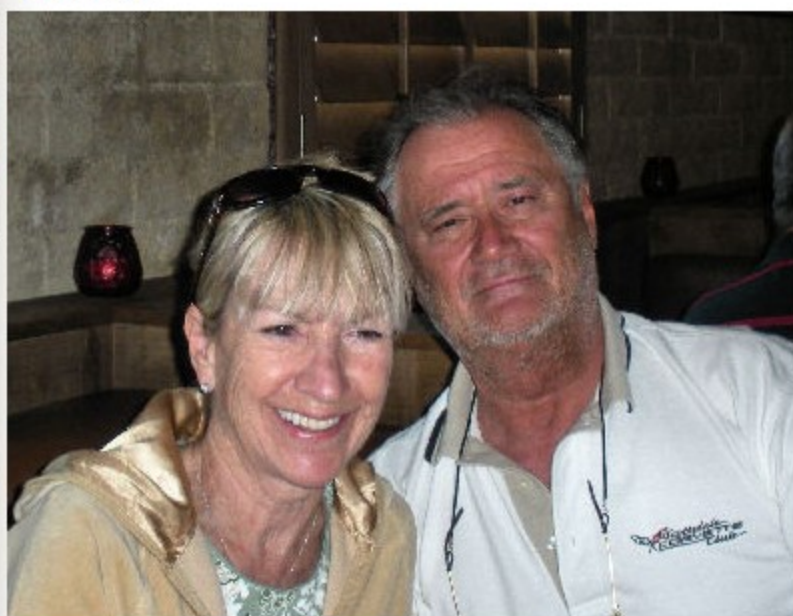




Jack and Linda Rankin, former members of SCC

It was great seeing and sharing lunch with former members, Jack and Linda Rankin, again. And to think, Jack gave up the CCA car show at Julio G's in Scottsdale that day to drive to Bagdad with us. We all know he has been participating in that show (and many others) for years. We should all feel honored, since we also know Jack doesn't like to put miles on his car, AND (don't tell anyone, but) he's one of those "RAIN-O-PHOBES" I mentioned earlier!

The poker run winners were announced. Prizes were awarded for low hand and high hand. Jim said he had never seen such "high" low hands or such "low" high hands in a poker rally before. Low hand prize of \$40 went to John and Jane. High hand prize for \$40 went to Mike and Connie.



After lunch, we took a short drive through Bagdad, up the hill to see if we could get a scenic overlook of the mine - no such luck!

March Madness



March Madness

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Then we headed back home via Highway 97 south to Highway 93 to Wickenburg,

where Jim and I were home already! For a change, we had the short drive of the day!

We want to thank everyone who participated for coming out and making the trip to Bagdad a success. Special thanks to Chuck and Sandi for leading the caravan from Phoenix, to Walter and Michele for leading the charge up Yarnell Hill, to John and Jane for minding the back door on the trip, and to Manny and Dawn for retrieving the poker cards and bags and bringing them to Wickenburg for the trip.





WELCOME TO OUR NEW MEMBERS

*John and Karen Barrett
and their 2009 Blade Silver Convertible*



*John and Karen Barrett (pictured at the
Ethnic Expicurean Dinner on April 4th)*

And

*Ralph and Terri Anderson
and their 1971 War Bonnet Yellow Coupe
and 1978 Silver Anniversary Coupe*

And

*Mike and Lee Braniger
and their 2008 Velocity Yellow Coupe*

▮



Chevy Corvette Grand Sport returns for 2010!



by John Neff on Apr 24th 2009 at 12:01AM

Chevy is bringing back the Corvette Grand Sport, and unlike the one offered at the end of the C4's run in the mid-Nineties, this one sports a long list of performance upgrades that would make even Zora Arkus-Duntov proud. Rather than treating this revival as a special model with a limited run, Chevy has decided to ditch the Z51 package entirely and offer the Grand Sport that pushes the standard Vette's performance even closer to that of the Z06.

While the 430-hp (436-hp with the two-mode exhaust) LS3 V8 remains unchanged, wider front and rear fenders allow for 18- (front) and 19-inch (rear) wheels that are also wider than before. Larger brakes are included and the special suspension tuning is now even closer to that of the Z06. You'll also notice other Z06 elements like the front splitter, rear spoiler and functional brake ducts behind the doors. Unlike the Z06, you can order a Grand

2010 Corvette Grand Sport

Sport with a manual transmission or the Vette's six-speed automatic with paddle shifters. If you're a true track hound, though, go with the manual that also comes with a dry-sump oil system, differential cooler and rear-mounted battery.

Though available as a convertible, coupe models also feature a removable roof. The Grand Sport can also be had in all four Corvette trim levels (1LT, 2LT, 3LT and 4LT) and any standard Corvette color, and a special heritage package gives a nod to the past by adding a pair of hash marks to the front fenders. The new Grand Sport is being announced at the 12th annual C5/C6 Corvette Birthday Bash at the National Corvette Museum in Bowling Green, Kentucky as we speak and pricing has yet to be announced, so stay tuned.

PRESS RELEASE

CHEVROLET ANNOUNCES NEW 2010 CORVETTE GRAND SPORT

BOWLING GREEN, Ky. - Grand Sport. It's one of the most storied monikers in Corvette's illustrious racing heritage and it is returning the lineup. Chevrolet announced the new, 2010 Corvette Grand Sport at the 12th annual C5/C6 Corvette Birthday Bash, held

2010 Corvette Grand Sport

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at the National Corvette Museum, in Bowling Green, Ky.

The new Grand Sport model combines the Corvette's LS3-based powertrain with unique, wide-body styling and a racetrack-bred suspension for a distinctive, starting grid-ready performer. It is offered in both coupe and convertible body styles, with either a six-speed manual or six-speed automatic transmission. The LS3 6.2L engine is rated at 430 horsepower (321 kW)* and 424 lb.-ft. of torque (575 Nm)* with the standard exhaust system. An optional two-mode exhaust system elevates the power ratings to 436 horses (325 kW) and 428 lb.-ft. (580 Nm).

The Grand Sport replaces the Corvette's previous Z51 package and brings a greater degree of handling performance, with wider wheels and tires; revised shock, stabilizer bar and spring specifications and specific gearing. The equipment enables cornering capability of 1.0 g, as well as a 0.2-second improvement in 0-60 acceleration v. standard LS3-powered models.

Grand Sport coupe models equipped with the manual transmission are uniquely outfitted for racetrack competition, too, with a dry-sump oiling system, differential cooler and a rear-mounted battery.

The complete list of content and special features for the Grand Sport includes

- Wider front and rear fenders - including specific front fenders with integrated Grand Sport badges
- Z06-style front splitter and tall rear spoiler
- Functional brake ducts and extra cooling
- Unique 18-inch front and 19-inch wheels; painted finish standard and chrome finish optional
- Large 275/35ZR18 tires in front and 325/30ZR19 tires in the rear
- Z06-size brakes, including 14-inch (355 mm) front rotors with six-piston calipers and 13.4-inch (340 mm) rear rotors with four-piston calipers
- Specific manual transmission gear ratios
- Specific rear axle ratio on automatic-equipped models

With its special equipment, the Grand Sport offers a unique blend of performance and amenities. Its suspension package approaches that of the Z06, but includes a removable roof on coupes (Z06 has a fixed roof) and, of course, the availability of a convertible body style. Also, the paddle-shift six-speed automatic

transmission is offered, while a manual transmission is the only choice with the Z06.

All of Corvette's exterior colors are offered on the Grand Sport and an available Heritage package adds iconic front fender hash marks offered in four colors, as well as two-tone seats with Grand Sport embroidery. The Grand Sport can be ordered with 1LT, 2LT, 3LT and 4LT trim packages, too.

Grand Sport history

Envisioned by legendary Corvette engineer Zora Arkus-Duntov as a factory-built, lightweight and race-ready production model that would trump domestic and foreign road-racing competitors, the original Corvette Grand Sport was a promising idea stymied by GM's agreement to stay out of manufacturer-backed motorsports.

The planned 125 production models required for racing-class homologation were never built, but five prototypes based on the styling of the 1963 Corvette were hand-assembled under Duntov's watchful eye. And while they looked like production models, the prototypes were purpose-built racecars that shared little with their assembly-line cousins. Duntov also

2010 Corvette Grand Sport

oversaw the Grand Sport engine program that featured a special, 377-cubic-inch small-block V-8 and used side-draft carburetors.

Although never officially sanctioned by General Motors, the five Grand Sport prototypes saw extensive racing experience throughout the 1960s in the hands of "private" racers who had strong contacts within Duntov's engineering circle. All five original cars are accounted for today and are among the most valuable in the collector market.

Chevrolet offered a limited-edition Grand Sport production model in 1996, commemorating the original racing cars and marking the end of the C4 era in Corvette production. All of the 1,000 examples were painted Admiral Blue and featured a white center stripe and red "hash mark" graphics on the left front fender, a graphic scheme that mimicked the look of some of the original racecars.

*SAE certified.

Editor's Note: Thanks to Mark Bales for sending this press release and photos for the newsletter. See more on this subject from Mark on page 51.

2010 Corvette Grand Sport

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Blade Silver Grand Sport



Front Fender Detail

WHAT'S NEW FOR CORVETTE?

By Mark Bales

The video in the link below is very informative. Includes something I hadn't heard before... The Grand Sport will have a Z52 option on GS coupes only. Battery is in the back like the Z's. Dry sump. Acceleration of the GS is better than the previous Z51 option (but still short of a Z06). One G car, 0-60 in 4 seconds, and still 26 mpg highway!

Love or hate the gills, seems like a nice add to the Corvette line-up.

www.youtube.com/watch?v=EJ0xeuaF39Y&eurl=http%3A%2F%2Fwww.corvetteblogger.com%2Findex.cfm%2F2009%2F4%2F26%2FVIDEO-Juechter-Corvette-Grand-Sport-is-the-New-Z51&feature=player_embedded



EVENTS OF INTEREST IN THE ROADRUNNER REGION OF NCCC

May 16

Verde Valley Vettes - People's Choice Car Show
at Larry Green Chevrolet, Cottonwood
Contact: Dick Gozzi - 928-684-0749

May 23-24

Tucson Corvette Club's SuperBash 2009
Gimmick Rally, Drags and LS Autocross
Holiday Inn Palo Verde in Tucson
Contact: Mike Brasher - 520-298-6426



The back-end of a Porsche seen at the Copperstate 1000 - reminded me of Joel Patterson and his safari story! See page 63 to read all about it.

APRIL TRIP TO PIMA AIR & SPACE MUSEUM

By Rollie Trayte

Photos by Mark Bales

Apart from a significant delay on the trip back North and a forgotten cell phone, the SCC trip to the Pima Air Museum went off without a hitch and was complimented by beautiful weather with traditional SCC camaraderie. Six cars launched from the Starbucks at Pavilions and made their way south towards the old Pueblo just after 9am on Saturday, April 18.

The Precision Red Trayte C6 with Delta Dave Leiva riding shotgun, led the way for club Prez Mike and Connie Cassel, joined by Mark and Kathy Bales, Al DeNapoli with son Anthony, Ken and Vada Brown, and Carol Brandwein with Bob Bailey. There were the usual mindless interruptions to our daisy chain of fiberglass heading south, but for the most part the group stayed intact and somewhere close to the legal speed limits. A brief stop was made near



Trip to Pima Air Museum

Pichacho Peak at the aptly named Nut House that proved to be suitably named only if you left your cell phone on the counter and had to return from a few miles further south.



Nearly 275 aircraft and lunch awaited our motley crew, joined by Tucson resident and long time bud Jan Francis and his immaculate C5. A former business colleague, Jan-man held the parking places along the back row of the museum parking lot and joined us for the tour. Although we had the option of a riding tram tour (that in retrospect may have been wise), most

Trip to Pima Air Museum

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chose to hoof it around the gazillion acre property with periodic escapes into a series of air conditioned hangers. In the main building, a massive SR71 Blackbird spy plane loomed large over a flight trainer and a series of aircraft engines.



The Blackbird



The Bumble Bee (Who does this remind you of? Too bad the Gutherlesses weren't on the trip!)

Trip to Pima Air Museum

Each building across the grounds featured beautifully restored war relics replete with volunteer staffers that in most cases, actually flew in the aircraft types they were hosting. Many of the aircraft featured the notorious "nose art" of pin-up girls, gamblers and patriotic irreverence.



"Nose Art"



B-29

Trip to Pima Air Museum

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Trip to Pima Air Museum

The outside displays had the appearance in some cases of aircraft that had landed at Davis-Monthan airbase - located across the road - and towed over to their positions. Vietnam era B52 G's and H models bearing their Strategic Air Command shields on the nose were featured along the perimeter



Our drive back to the Valley was interrupted by a couple of severe lane-stopping wrecks that I-10 has

Trip to Pima Air Museum

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become famous for and closer to the Valley, road construction closures caused the inevitable re-route. But all's well for another successful SCC outing; many thanks to all that participated!



Mike & Connie on Air Force One



Trip to Pima Air Museum



SAVE THE DATE! SEPTEMBER 19, 2009

This is the date of the Third Annual Historic Prescott All Corvette Car Show! It is also SCC's September Event! We have some interesting sidelights to offer for this trip to Prescott, whether you want to make it a day trip or opt to spend Friday night there prior to the show.

Go to <http://www.prescottvettesette.org/> to get the details, registration form, and contacts for the car show. Stay tuned for more details on the fun we are planning for this event!

Stile Bertone Mantide – First Look

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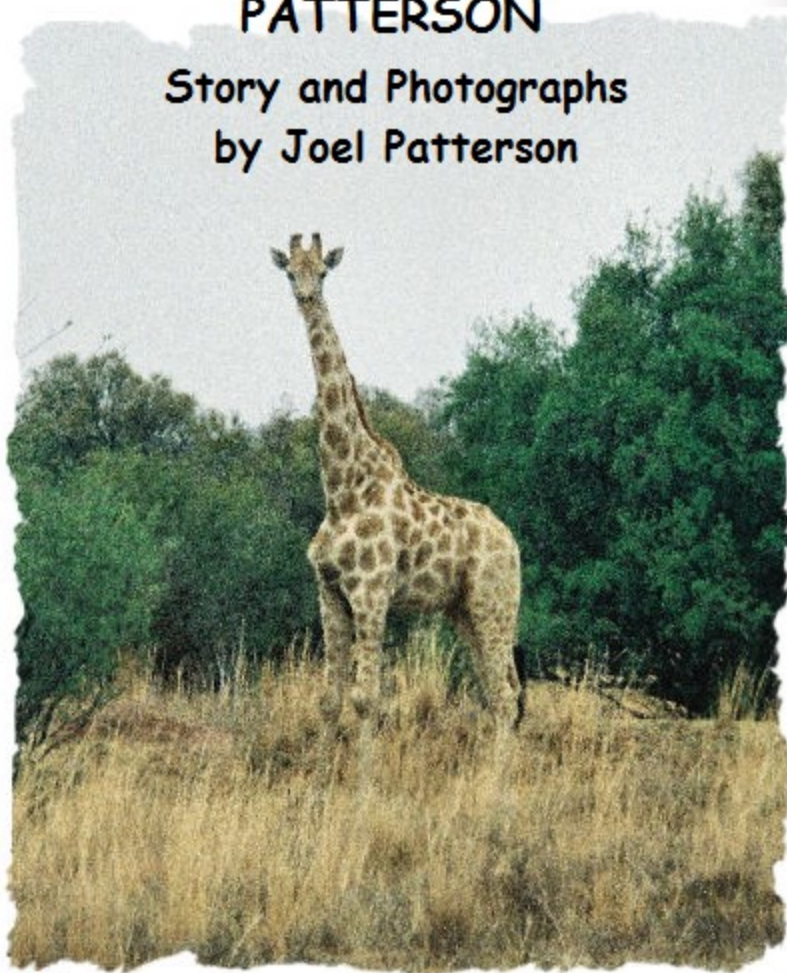
Stile Bertone Mantide is a one-off, Corvette ZR1-based supercar.

I received this interesting picture and link from Berny Rasch. Click the link to see a video that shows the design and fabrication of the body. The body was formed automatically with basically a modified milling machine.

[http://
motoring.sky.com/news/galleries/stile-bertone-mantide-first-look.aspx](http://motoring.sky.com/news/galleries/stile-bertone-mantide-first-look.aspx)

ON SAFARI IN AFRICA WITH JOEL & MARIA PATTERSON

Story and Photographs
by Joel Patterson



Patterson's Safari

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I have been dreaming of Africa ever since I saw my first Tarzan movie in the 50's. This past Sept/Oct the dream came true. During a college reunion with some fraternity brothers, we decided the three of us and wives should go on a hunting safari. It took some real convincing to persuade Maria, but Sept. 24th found us all in Atlanta, boarding a 17-hour flight to Johannesburg, South Africa.

We arranged our trip through Graham Jones Safaris. We were met promptly at the airport by Brian Kelly, one of our professional hunters, for the 3-hour car ride to Kifaru Lodge in the Limpopo province of South Africa. The lodge and owner's residence were old style architecture, but with all the modern conveniences. Our quarters consisted of traditional style large safari tents with real beds, electricity, hot and cold running water, flush toilets, and showers.



We arrived that first night about 8PM, in time for cocktails and dinner on the patio beside a lovely campfire. This was to be our routine each night thereafter, following the day's activities.

The next morning, and each thereafter, we enjoyed a leisurely breakfast on the veranda of the main lodge. The boys were soon off hunting with their PH (professional hunter). The girls decided to relax and rest up from the flight.



Maria and Friends Relaxing



The abundance and variety of wildlife in Africa is amazing. The first day we saw Wart hogs, Impala, Kudu, Baboons, Hartebeasts, blue wildebeast, and an incredible variety of bird life.

Patterson's Safari

That day I was able to harvest a SCI (Safari Club Intl) record book Impala, with 26-inch horns.



Patterson's Safari

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Over the next 8 days, I continued hunting and was able to collect a very respectable Nyala antelope, another Impala, and a record book Kudu bull with 56-inch horns. The Kudu is a very much sought after trophy by African hunters, and this one was truly exceptional. Did I mention we were bow hunting?



During this time the girls enjoyed day trips to town for shopping excursions, an all day affair at a luxurious spa, an all day visit to The Cheetah Reserve



Joel with Jeremiah, his trusty tracker, and the greater Kudu bull, one of the most sought after trophies in African hunting. This one is a Safari Club International record book specimen.



wildlife park that raises and studies Cheetahs and African wild dogs. They also enjoyed numerous wildlife viewing walks and drives in the safari car to observe and film lions, rhinos, hippos giraffes, ostrich, zebra, and all the various antelope varieties.

▮

After 8 days at Kifaru we drove south about 8 hours to the Free State province to another location, Moketski Lodge. a spectacular area that looked a lot like Arizona. Here we were to hunt for another antelope species known as Gemsbok and Springbok. The boys were all successful in their hunt here, and the



Joel and Friends

Pattersons' Safari

girls again enjoyed shopping, sightseeing, and wildlife viewing. At last we had to head back to Johannesburg and home.

Our hosts, Graham Jones, his gracious wife Ananda, along with the other PH's, Brian Kelly, Nadeer and native African staff, Jerry, Mikey and Lastborn, were all very attentive and accommodating.

If you have any interest in traveling to Africa, whether it be for hunting, photographic safaris, or general sightseeing, I highly recommend it. It was very comfortable, all I expected, and our hosts left very little to be desired.



TRIP TO THE COOL COUNTRY!

RIORDAN MANSION TRIP



Coming up this summer, a day-trip to Flagstaff to visit the Riordan Mansion. This is an excellent example of the Arts and Crafts style of architecture, a double house with a large family room connecting the two-family residential areas. For more details and some photographs, visit the website <http://azstateparks.com/Parks/RIMA/index.html>. More details on the SCC trip will be forthcoming from Mike and Connie Cassel on this event.

BLACK
FOREST
MILL



German
Restaurant
& Bar

LIVE MUSIC FRIDAY & SATURDAY

ETHNIC EPICUREAN DINNER AT THE BLACK FOREST MILL

On Saturday evening, April 4th, thirty-eight SCCers gathered at the Black Forest Mill German Restaurant and Bar at 49th Street and East Indian School Road for our first quarter of 2009 "Ethnic Epicurean Experience." We all enjoyed drinking German beer and wine, and sampling the many German dishes on the dinner menu.

While we were there, the music was pretty much the "oompah-pah" polka variety. But as we were leaving around 9:00, the band was unloading their instruments for the type of music this place is famous for: R&B, soul and hip-hop from 10:00 p.m. to 2:00 p.m. every Saturday night.







Ethnic Epicurean Dinner



Ethnic Epicurean Dinner

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My, how times have changed! Wouldn't it be nice to get mechanical work done on your Corvette at these 1928 prices?

Thanks to Rollie Trayte for suggesting this for the newsletter.



Dear Sir:—
 We're writing this letter to you today because we want to help you get your money out of your Model T.
 It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.
 The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.
 Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.
 New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.
 The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.
 A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,
 Bottineau, N. Dak. C. R. GLEASON CO.

Season-Opening Sebring Race Marks Corvette Racing's 10th Anniversary

GT1 Championship Edition Corvettes Commemorate Corvette Racing's Decade of Success

SEBRING, Fla. - Dateline March 14, 2009 - The Mobil 1 Twelve Hours of Sebring, the season-opening race of the 2009 American Le Mans Series to be held on March 21, will mark the start of Corvette Racing's 10th anniversary in international road racing. The team made its competition debut in February 1999 at Daytona, and competed in its first Sebring 12-hour race the following month, finishing fourth in the GTS class. Since that modest beginning, Corvette Racing has become one of the world's premier production sports car teams, winning eight consecutive ALMS GT1 manufacturers and team championships, seven straight drivers' titles, and five class victories in the 24 Hours of Le Mans.

Chevrolet is commemorating Corvette Racing's decade of success with the introduction of the GT1 Championship Edition Corvette. These limited edition vehicles (designated Regular Production Option GT1) will be available in coupe, convertible, and Z06 models in yellow or black livery. With graphics packages inspired by the championship-winning Corvette C6.R, the GT1 Championship Edition Corvettes will make their public debut at Sebring International Raceway. Production is scheduled for spring.

"There have always been strong ties between production and racing Corvettes," said GM Racing manager Mark Kent. "Technology developed by Corvette Racing is applied to improve

Corvette Racing

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the efficiency, performance, handling, aerodynamics and safety of production vehicles. Now with the introduction of the GT1 Championship Edition Corvettes, the link between the race and street versions is apparent at a glance. Corvette enthusiasts will be able to purchase cars that celebrate the remarkable history of Corvette Racing. The GT1 Championship Edition program is another example of how racing helps Chevy sell cars and trucks and provides a solid return on investment."

The ALMS season-opener also will mark the final appearance of the Corvette C6.Rs in the GT1 class in the Sebring 12-hour endurance classic. The twin Corvette C6.R race cars (chassis Nos. 5 and 6) are beginning their third season, and are scheduled to be retired in preparation for new global GT class rules that will take effect in 2010. These two cars have accounted for 23 of the team's 74 wins.

Corvette Racing has scored six class victories in Sebring, and Johnny O'Connell, driver of the No. 3 Compuware Corvette C6.R, notched his record-setting seventh Sebring win in last year's event. O'Connell and Jan Magnussen, the reigning GT1 champions, will be joined by Antonio Garcia at Sebring, while three-time GT1 champions Oliver Gavin and Olivier Beretta will be teamed with Marcel Fassler in the No. 4 Compuware Corvette C6.R. The addition of Garcia and Fassler for long-distance races will bring the total number of Corvette Racing drivers to 19 since the team's inception.

Corvette Racing will be powered by cellulosic E85R ethanol fuel at Sebring for the first time. The team adopted the renewable fuel made from wood waste after last year's Sebring race, and used E85R throughout the remainder of the 2008 ALMS season. Cellulosic ethanol was one of the key ingredients in the team's

Corvette Racing

overall victory in the inaugural ALMS Green Challenge in the 1,000-mile Petit Le Mans held at Road Atlanta in October 2008. The winning No. 3 Corvette C6.R achieved the best overall score based on performance, fuel efficiency and environmental impact under criteria developed by the U.S.

Environmental Protection Agency, the U.S. Department of Energy, and SAE International. Corvette Racing's use of an alternative fuel on the race track reflects GM's commitment to producing fuel-efficient vehicles for customers - there are 3.5 million E85-capable GM FlexFuel vehicles on the road today.

The Mobil 1 Twelve Hours of Sebring was held on Saturday, March 21.



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Chevrolet Introduces 2009 Corvette GT1 Championship Edition at Sebring 12-Hour Race

Chevrolet and Corvette Racing introduce a limited edition to commemorate a decade of success



SEBRING, Fla., March 20, 2009 - Today Chevrolet introduced the limited production GT1 Championship Edition Corvettes at Sebring International Raceway. The GT1 Championship Edition (Regular Production Option GT1) commemorates the success of Corvette Racing and the Corvette C6.R:

- Eight American Le Mans Series GT1 manufacturers and team championships
- Five-time 24 Hours of Le Mans class champions
- 74 victories in international sports car competition

- Included in the GT1 Championship Edition package:
- Graphics inspired by C6.R livery feature Corvette Racing "Jake" mascot, ALMS championships, and driver flags
 - ZR1-style body color full-width spoiler and chrome wheels
 - Custom leather-wrapped ebony interior with exclusive yellow accent stitching
 - GT1 embroidery on leather seats, instrument panel, and center console armrest
 - Special engine cover with carbon pattern and yellow Corvette lettering
 - Windshield banner (owner installed)
- GT1 Championship Edition to be produced in Corvette coupe, convertible and Z06 models in spring 2009:
- Available in 45U Velocity Yellow (with black headlamps) or 41U Black
 - Specific VIN sequence 300001 series for 45U Velocity Yellow representing the No. 3 Corvette C6.R
 - Specific VIN sequence 400001 series for 41U Black representing the No. 4 Corvette C6.R
 - Production limited to 100 per each color and body style combination (600 total)
 - Coupe and convertible versions also include Z51 Performance Package and NPP Performance Exhaust
 - Optional MX0 6-speed paddle shift automatic on coupe and convertible
 - Optional C2L dual roof package on coupe
 - Optional U3U Navigation System on all models



American Le Mans Series Salutes Corvette Racing in Final U.S. GT1 Race

Long Beach Street Race Marks the End of an Era for GT1 Corvettes in ALMS Competition

LONG BEACH, Calif., April 14, 2009 - The streets of Long Beach are a stage where motorsports history has been made since the inaugural race was held on the city's bayside course in 1975. On April 18, Corvette Racing will mark the end of an era with the final U.S. appearance by the Corvette C6.Rs in the GT1 category. The 100-minute Tequila Patron American Le Mans Series at Long Beach will bring down the curtain on the team's record-setting run in the GT1 division.

The series will give a send-off to the GT1 Corvettes in a special post-qualifying ceremony in the Long Beach winner's circle showcasing the championship-winning Corvette C6.R race cars and the production GT1 Championship Edition Corvette they inspired. Later this season, the most successful sports car team in ALMS history will begin its transition to an eagerly anticipated global GT class based on current GT2 regulations as the GT1 category passes into racing's record books.

"The best sports car teams in the world have competed in the American Le Mans Series over the last 11 years, but it is impossible to think of one that has generated more success than Corvette Racing - both on and off the track," said ALMS President and CEO Scott Atherton. "The countless people at Corvette Racing, GM and Pratt & Miller who have made this program the most popular among our fans and dominant among its competitors have every reason to be proud as they have made history and rewritten the record book in GT1."

Corvette Racing

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"Corvette Racing has been a benchmark example of developing technology on the race track that gets transferred to the road car," Atherton said. "It has succeeded with every challenge, the latest being the pioneering use of cellulosic E85 in the American Le Mans Series. While this marks the end of one era, it signals the start of another with Corvette's imminent GT2 program. The fight and might it will bring to what already is the most competitive class in the American Le Mans Series will make it even more of a spectacle for fans - especially the legions of Corvette fans - around the world."f1

While this year's event marks the ALMS' third appearance in Long Beach, Corvette Racing has previously raced 18 times in California, an important Corvette market. Since the team's debut in 1999, two generations of Corvette race cars have turned laps and turned heads at Golden State road courses such as Infineon Raceway and Laguna Seca.

"Long Beach is a great place to say goodbye to GT1 in the United States," said Corvette Racing program manager Doug Fehan. "The race is a hugely successful event attended by thousands of fans, so it's a very fitting place to finish the GT1 program by taking the Corvettes to the people."

"When the checkered flag falls at Long Beach, I think it will be a moving experience for everyone on the team," Fehan said. "It will mark the closing of one chapter, the likes of which will never be written again in Corvette history. At the same time, it will mark the opening of another chapter that will eventually see Corvette competing in a global GT class under the international regulations that will come into effect next year. That is one of the most exciting challenges that this team has undertaken, and

Corvette Racing

and it will be the culmination of a decade of development and continuous improvement that has made Corvette the standard by which GT cars are now measured."

Driver Johnny O'Connell agreed: "I've been there for all but two years of competition in GT1, so there will certainly be some sadness when we finally say goodbye to such an amazing car," O'Connell noted. "There is a huge Corvette following in Southern California, so to let them see the Corvette C6.Rs in their last GT1 race in the U.S. is very special.

"The GT1 Corvettes are among the coolest cars in racing history, and they've left their mark in the record books for Corvette, for Chevrolet and for sports car racing," O'Connell continued. "Over the years we've had great battles and rivalries with Viper, Ferrari, Saleen, Maserati, and Aston Martin. But we're moving to an even more competitive arena, and that's another example of Chevrolet taking on challenges. The commitment to compete on the world stage is something that everyone at Chevrolet can be proud of."

Winner of the last eight ALMS GT1 team and manufacturer championships, Corvette Racing has posted 75 class wins worldwide - including a record 69 ALMS victories. Corvette Racing drivers have won a total of 13 ALMS class championships since 2002. Since its debut in 2005, the Corvette C6.R has won 38 races, the most of any GT1 car and second all-time in ALMS history regardless of class.

The Tequila Patron American Le Mans Series at Long Beach is scheduled to start at 4:15 p.m. PT on Saturday, April 18. The one-hour, 40-minute race will be televised by ABC on April 19 at 12:30 p.m. ET.

Thank You,
Thank You,



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

*Mark Bales
Mike Cassel
Connie Cassel
Jim Dobson
Dorothy Durby
John Parker
Joel Patterson
Berny Rasch
Rollie Trayte
Ben Walker*

OLD FORD WOODIES

This collection of Ford and Mercury woodies belongs to Nick Alexander in Los Angeles. He has at least one of every Ford woodie made from 1932 till 1957. It is the largest collection in the world. Every car is perfect. It is an amazing thing to see. He has done it in about the last 10 years. I believe he is the owner of Nick Alexander BMW in Los Angeles

Old Ford Woodies

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Old Ford Woodies



2009 Corvette Caravan



4th National Corvette Caravan

All roads lead to Bowling Green!

Share in the excitement
and be a part of
"the trip of a lifetime"
August - September 2009.



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Register online at
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choosing the Caravan route to
Bowling Green, Ky., that suits you best.

Departure dates and times will vary
depending on the route you choose.



You can sign up via the website above for
Caravan Chat where you'll have an opportunity
to share experiences with fellow participants, as
well as receive updates from the National Chair
regarding the Caravan.

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



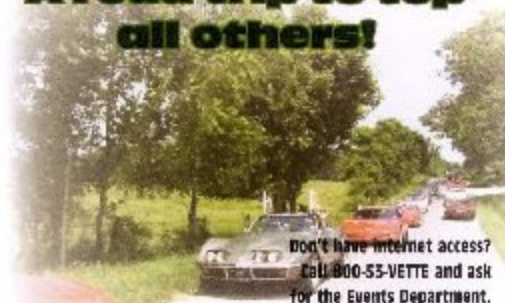
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Live the Corvette lifestyle,
create history, and
celebrate the adventure that
kicks off the Museum's 15th
Anniversary Celebration
Sept. 3-5, 2009.

Look for details coming soon to assist you
in registering for the Museum's Celebration
Festivities!

**A road trip to top
all others!**



Don't have Internet access?
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COPPERSTATE 1000

April 5th, 2009

Photos Courtesy of
MARK BALES

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Michael Hammer Cobra - Click on the engine to see
Carroll Shelby's personal inscription



Manny with Old Bentley



Former Member Scott McPherson's 1973 Alfa GTV



Darin Packard



C2 Corvette



Aston Martin Zagato



U-Haul Stock Car Departing



Million Dollar Ferrari from California



C1 Departing



DPS
Escort

YOUR BOARD AT WORK!

Photos Courtesy of
Connie Cassel
(Taken at the April Board Meeting)





CALLING ALL SCC WOMEN!

Be sure to save the third Wednesday evening every month for the Vette Visen dinners. When are you ever going to get a better opportunity to eat at a new and different, or old and incredibly good, restaurant with your girlfriends? Every month, we try a different place - and it's always fun, and interesting, and the company is beyond belief GREAT! TRY IT! I KNOW YOU'LL LIKE IT!



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

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

