



NEWSLETTER

September-October 2013



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Into the Corkscrew at Laguna Seca Raceway



NEWSLETTER
September-October 2013



Advanced Cluster Display on 2014 Corvette Stingray



Sept.-Oct. 2013 A Newsletter for Corvette Enthusiasts 102 Members

www.scottsdalecorvetteclub.com

Dorinne Dobson, Newsletter Editor
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In this issue...

*Trip to Monterey and
Laguna Seca, Corvette
Then...and Now,
Remember When, and
Much More...*

Photo on Cover Page 2
courtesy of GM Media
Services



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

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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.

2013 Board of Directors

President

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

Vice President and Secretary

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

Treasurer

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

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Governor

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

Membership Director

Mark Bales (480) 471-7365 wmbales@gorvw.net

Member at Large

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

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SCC Birthdays!

September

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



October

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



Coming Events!

Sept. 11 - Club Dinner Meeting
Sept. 18 - Vette Vixens Dinner - Men's Pokey Night
Sept. 21 - Ethnic Dinner at Greasewood Flats
Sept. 25 - Board Meeting
Sept. 27-28 - Historic Prescott All-Corvette Show

Oct. 9 - Club Dinner Meeting
Oct. 10-13 - Trip to Moab, UT & Monument Valley
Oct. 16 - Vette Vixens Dinner - Men's Poker Night
Oct. 23 - Board Meeting

Nov. 13 - Club Dinner Meeting
Nov. 16 - Day Trip to Tubac and Tumacacori
Nov. 20 - Vette Vixens Dinner - Men's Poker Night

Dec. 4 - Board Meeting
Dec. 7 - Toy Run and 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.



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

**NO ONE CAN REMEMBER
WHO WON THE \$100.00 AT
THE AUGUST MEETING.
SO WE'RE BACK TO \$25.00
AT THE SEPTEMBER
MEETING. BE SURE TO BE
THERE! YOU MIGHT WIN!**

FROM THE DRIVER'S SEAT

By Ken Harder

Hope you all enjoyed the summer and survived our Arizona heat! Club activities are minimized in the summer with no activities in July. In August, we had 39 members attend our monthly meeting (an August record attendance!), and our August poker game was also well attended. We had 13 ladies attend the Vette Vixen dinner at Pasta Brioni on August 22. We al-

so had 10 cars go on one of our longer road trips to Laguna Seca and Monterey, with four cars extending the trip through Lake Tahoe and returning home via Las Vegas. Everyone had a good time, and those who attended the Laguna Seca road races (celebrating 60 years of Corvettes) were able to see six new C7's that were on display, and some of the group actually got to sit inside and see the new edition up close and personal. For more details about this trip, please see the accompanying article elsewhere in this Newsletter.

The next two months will be quite active, with our normal monthly meetings, Poker and Vette Vixen events, a Special Dinner at Greasewood Flats on September 21st, the Prescott Car Show on September 28 and 29, and our Monument Valley/Moab trip scheduled for October 10-13. Guest speakers for the next two monthly meetings will feature Chuck Mullins of Van Chevrolet (our



Ken and Fran

From the Driver's Seat

Club sponsor), who will speak to us in September to bring us up to date on new car sales as well as provide an update on the current status of production for the C7, and when we can expect to see the first convertibles hit the showroom. In October, Gary Rudde of Discount Tire will give us a briefing on tires in general, with particular emphasis on high performance tires like those on our Corvettes.

Membership Chairman Mark Bales remains busy with a number of new inquiries, and we should have several potential members join our monthly meetings over the next two months. In October, dues renewal notices will go out for 2014 with dues payable to the Club by October 31.

Regarding our Board of Directors, in July Mike Lipsky informed the Board that for personal reasons, he was resigning from the Board of Directors. We want to thank Mike for his service, and Mike has assured us that

he and Carol will remain very active with the Club's activities. Recently, John Walch has agreed to fulfill Mike's unexpired term. The Board looks forward to John's involvement and leadership. John joins the Board effective September 1, 2013. Also, we will be preparing for Board of Director elections in November as we have three Board members, Steve Patricola, Walter Juessen and Ken Harder, whose terms expire this year. Fortunately, each has decided that they will continue to serve, but we do not want to discourage others from nominating themselves or others to serve on our Board.

Walter is in the process of formulating our 2014 Activities Calendar. Please do not hesitate to make suggestions about day and/or road trips, special events or restaurants for our Epicurean dinners. Please let Walter or any Board member know of your thoughts and ideas.

From the Driver's Seat

Our Club remains the finest Corvette Club in the Roadrunner Region, and it is because of our great members who "just want to have fun." Hope to see all of you at one or more of our wonderful events over the next two months!

Ken



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



Editor's Corner

Well, the first of September has arrived, and that always makes me start thinking of autumn.

What a relief it will be when the weather cools off! This should be happening any day now, right?

What a great time we all had in Laguna Seca in August! It is our pleasure to give you not one, not two, but three articles, all with accompanying photographs, describing the fantastic time the twenty of us had, in various segments of the trip.

I have to thank my spouse, Jim, for putting together the article beginning on page 69 about the multiple two-seater sports car concepts that General Motors put together over the years, with the somewhat surprising result that the Corvette won out over all of them.

I'm looking for ideas and suggestions on the Remember When feature. If any of you have a fond memory of an activity or just an incident that you recall, I would love to hear about it. If you would like to write up a little piece about it, that would be great as well.

As you all know, a newsletter is only as great as the input and interest of the membership, so I am hoping to hear from you all on things we can do to improve our Club newsletter.

Special thanks to Mark for all his wonderful photos and to Walter, Brenda and Jim for taking the time and effort to write the articles in this issue.

Please look for the little item on "Save the Wave" on page 56. I think you will find it interesting.

Save the Wave!

Dorinne

SATURDAY, NOVEMBER 16!



A day trip to the Tumacacori National Historical Park and the town of Tubac, where there are lots of neat shops and art galleries, plus the historic Presidio!

Sounds like the perfect way to spend a November day in Arizona!



CLUB TRIPS/ACTIVITIES FOR 2013

Courtesy of Walter Juessen, Activities Director



January 26

CANCELED DUE TO
WEATHER!

February 23

Mystery Trip



March 22-24

Trip to Canyon de
Chelly via Payson/Globe

April 27

Party at Dobsons'
Home in Wickenburg



May 16-19

Trip to Los Alamos
& Santa Fe

June 16

Lunch at Kohl's Ranch,
Return to Valley via I-17



CLUB TRIPS/ACTIVITIES FOR 2013 - Continued

July

NO ACTIVITIES!



August 14-19

Trip to Laguna Seca Race -
Corvette Is the Marque

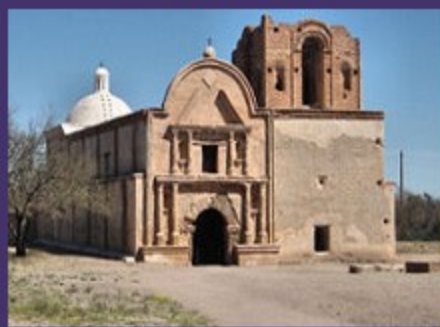
September 27-28

Historic Prescott Corvette
Show



November 16

Trip to Tubac &
Tumacacori



December 7

Toy Run to Van Chevrolet
and Holiday Party



October 10-13

Trip to Moab, UT &
Monument Valley



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.

**First Saturday each month 8 AM
October 5 at**

Corvettes and Caffeine
in Scottsdale, Arizona

**Make sure you are where the
action is - Corvettes & Caffeine on
Scottsdale Road between Thomas
and MacDowell Road**

Free Donuts, Bagels, and 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/>**



SAVE THE DATE!

***FIRST SATURDAY EVERY
MONTH!***

***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.
In the cooler months at 8:00.***

SEE YOU THERE ON OCT.5?



TRIP TO LAGUNA SECA & CORVETTE'S 60TH ANNIVERSARY CELEBRATION

STORY BY BRENDA BRANDT

PHOTOS BY MARK BALES AND FRANK TASNADI



Trip to Laguna Seca

We started our trip at 9:00 am on Wednesday, August 14th, at the Verizon parking lot at Desert Ridge. We left at 9:10 am and those that met were all there right on time. The Club, as I have noticed, is very punctual. What a great start! The following members started our drive together. Frank and Lisa, John and Norma, Patrick and Linda, Walter and Michele, Mark and Kathy and John and Brenda. We planned our first stop at the rest stop just outside greater Phoenix, with our next planned stop just before Blythe. All went according to plan and we stopped at the Texaco just outside of Blythe for gas and lunch. On our way to the stop, Steve and Christine caught up to us as they had stopped for gas in Quartzsite. We were now 7 strong and ready to go.

I noticed our color combinations at that point were very strong in shades of Red and only two shades of grey/silver

and, of course, Walter in the lead in black! (No, I don't have the official colors, but all were C6's.) We had a nice drive along I-10 where I noted the temperature did not go down...AT ALL. We made our next stop in Palm Springs for a pit stop, and made our first U-turn of the trip. I couldn't believe that Walter could cross three lanes of traffic so quickly. After our stop we made it smoothly into Santa Clarita at 4:30 p.m.

We were joined by Chuck and Sandi, Jim and Dorinne and Dick and Sue at the hotel. We had our initial happy hour in Walter and Michele's room, and then we were off to dinner. It was a great evening. I was amazed at how loud twenty Corvette members can be in a small restaurant room. It was a good evening as always.

In the morning we headed out at 9:00 on our way to Salinas/Monterey. We headed west on 126, and made a stop



Cocktails at Santa Clarita



Patrick and Frank



Cocktails at Santa Clarita



Dick, Sue, Christine & Steve at George's Bistro



John, Norma, Michele & Walter at George's Bistro

Trip to Laguna Seca



Sandi, Chuck, Jim & Dorinne at George's Bistro



Patrick, Linda, Frank & Lisa at George's Bistro

for gas on the way. We actually tried to make a stop at an Arco and did some crazy turn arounds (U-turn 2) and headed up the road again to complete our fill up and then off we went.



Mark, John, Brenda & Kathy at George's Bistro

It was a beautiful day and yet the temperature was still in the higher range, so we were looking forward to it cooling off. We made our third U-turn on the way, as we missed our turn north on 33. It took a bit to gather us all together, but we all rounded up and north we went. I think this was what was supposed to be, because as we were enjoying our drive along the very scenic road and a great Corvette road at that, Walter decided it was time to pull off the road on the shoulder so the Boys could "view" the scenery. All of a

sudden a bunch of Lamborghinis' and Ferraris' pulled alongside of us to investigate. It was quite the scene. (I'm not talking about the view of the Boys.) It was a moment in time I'm sure could not be repeated. We did note that all of the drivers of the rally cars were very young, and there were no women. Hum.





The Italian cars took off and then we were off. What a great winding road and great speed. Our group got mixed in with the Rally cars, and it was fun. I think the average speeds were well over 75 and rumor has it that Walter outran a Lamborghini and a Ferrari and got up to...155mph. I'll let him confirm or deny that. But that was a great road and a whole lot of fun.

We all caught up and stopped at a small family owned restaurant in the middle of farm country so the Girls could make a pit stop. We ended up at FL Rinconcito de



Mexico Mexican Food, where we enjoyed a really great meal. I think we made their day, as the young boy who helped serve lunch wanted to take picture of the cars. Linda made a great suggestion and had him sit in Patrick's car and have his picture taken in the car. From there more pictures ensued, and there was a group picture of the Club members in front of the restaurant. What a great stop!

Trip to Laguna Seca

From there, we had a smooth ride into Salinas.

In Salinas we visited by the pool and then we were off to Smalley's Roundup for dinner. I think there were some issues getting back to the hotel, but we were all alive and well in the morning.



Michele, John, Brenda, Kathy & Sandi by the pool



John, Norma & Walter relaxing in Salinas

On Friday several people went off to The Concorso Italiano and others were off to lunch, shopping, and sightseeing around Monterey.



Lisa, Frank, Kathy & Michele at Concorso Italiano



Walter, Michele, Kathy & Mark lunching at Concorso

Trip to Laguna Seca

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Lisa, John, Brenda & Walter at Concorso Italiano



Walter and Hennessey Ferrari



Ferraris at Concorso Italiano

We all met for dinner at Tarpey's Roadhouse near Laguna Seca Golf Club. This was a great restaurant, and we enjoyed the view, the setting, and the conversation.

Saturday we were off to Laguna Seca for the big day. Much to Walter's chagrin, we had to leave by 8:15 am. There was a general consensus that the directions were a bit confusing, way out of a direct route, but all in all Mr. Mark Bales led us all into the track for our parking in the Corvette Corral...and wow...that was unbelievable! It was a sea of Corvettes. It was a sight to be seen. I think we all enjoyed our day. Later in the evening, we all went to Gino's for dinner, had a great meal, and said thank you again to Walter and Michele for all of their hard work and planning for the trip!

Brenda



Lisa, Frank, Brenda, Chuck, Sandi, John, Sue & Steve ready to enjoy the day at Laguna Seca



At the races

Trip to Laguna Seca



*Frank, Lisa, John, Norma, Chuck,
Walter, Sandi & Michele*



Dick & Sue Watching the Races



Steve & Christine



*The No. 15 Corvette easily out-distances the
second-place Ferrari to win the race!*



Christine, Lisa & Kathy are VERY COLD!



Walter photo bombing Frank who is modeling his new hat that matches his shirt - we were calling him the "Triple 60"!



Top: Corvette leads the race
Left: The 18th Corvette ever produced
was on display
Above: C7s on the race track

ANOTHER VIEW OF OUR VISIT TO MONTEREY & LAGUNA SECA

STORY BY DORINNE DOBSON
PHOTOS ON THE TRACK BY GLENN ROBERTS (A
FELLOW CORVETTE ENTHUSIAST)



Waiting in Line for the Parade Lap on Sunday Morning

Another View of Laguna Seca

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Jim and I spent Thursday afternoon at a reception on the Waterfront in Monterey that was hosted by Brown Classic Autos from Scottsdale. Friday we moseied around the Russo and Steele Classic Car Auction, also on the Waterfront in Monterey, where we saw lots of Corvettes (and other "brands") for sale. We ate lunch on Fisherman's Wharf and took a short drive to Santa Cruz.

On Saturday morning we made the drive to Laguna Seca with the group. Jim wanted to do the Parade Lap around the track, so we stood in line from approximately 9:30 until 10:45 when we finally got to the front of the line, and we were the next to last participants selected, as the cut-off was 150 Corvettes. So the folks behind us were simply out of luck!

The drivers' meeting was at 11:00, so we

stayed in the registration area for that. We had to be in line by 11:30, so we got in the car, lined up, and waited again until approximately 12:15 before we finally got to go out on the track. After two turns around the track, some of it in a giant traffic jam, but with a couple of opportunities to drive the curves, we were directed off the track.

Once we parked the Vette, we headed for the lunch area as we had purchased the "special" lunch for Corvette folks. Here again we waited in line for over a half hour to find that the lunch caterers had run out of paper plates. We finally got our lunch, and it was pretty good, but hardly the gourmet meal the \$35 per person charge would lead one to expect.

We spent the rest of the afternoon watching the races, and made it to dinner

Another View of Laguna Seca

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with the rest of the group.

On Sunday morning, Jim decided he would like to do the Parade Lap again. He heard it was not expected to be as Crowded as it was on Saturday, so we headed for Laguna Seca (via the long, drawn out back roads again). There was considerably less traffic than on Saturday, and we arrived to find almost no Corvettes in the Corvette Corral. There was no line to get signed up for the Parade Lap. (John Parker had graciously given Jim his tickets on Saturday evening, so we were able to sign up again with no problem.) One fellow we spoke with had tried to sign up and they wouldn't let him, but he was waiting around to see if they had extra places, if they would let him sign up again, and he succeeded in getting in since only 80 Corvettes signed up on Sunday.

So after the drivers' meeting at 11:00, this was the scene on Sunday morning as we waited in line to get on the track:



It was much more organized on Sunday morning. But it was also much warmer. The sun was out and there was not much shade.

We made our two laps around the track but the traffic was much more spread out, for the most part. The best part was when we were heading off the track in a double line of Corvettes, the driver next to us, who had followed us around the track, said they

Another View of Laguna Seca

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had taken a bunch of photos of our Vette as we were driving and if we would like him to email them to us, to give him our email address when we parked. So the photos that you see in this article (except for the one above) were all taken by Glenn Roberts. The cover photo on this newsletter is also courtesy of Glenn Roberts.



Going around the track



View from the rearview mirror



In traffic



On the track

Another View of Laguna Seca

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Exiting the track

Even though we spent a lot of time waiting in line, Jim really enjoyed driving the track at Laguna Seca and seeing it first hand.

We looked around the exhibits and watched a little more racing, then headed off to Carmel for happy hour. What a fun trip with good friends! Thank you Walter and Michele for all the planning and work you put into making this another successful Corvette junket.



Save the Wave is a movement that began in the late 60's surrounding a fading tradition dating back to the time when Corvette No. 00001 first met Corvette No. 00002 on the road as they saluted each other with a wave of recognition. That single salute spread like wildfire and became the unofficial greeting of the Corvette community. There is one item of standard equipment that comes as a pleasant surprise to every new Corvette owner: an instant wave of recognition he or she receives when he meets one of their fellow members on the road.

The Corvette Wave is an integral part of the mystique and culture of the Corvette owner experience. If you own a Corvette, do your part in restoring this tradition and [Save the Wave!](#)

Thanks to Jim Dobson who found the above information on "Save the Wave" on the internet and suggested it for this Newsletter.

AFTER LAGUNA SECA

STORY BY WALTER JUESSEN
PHOTOS BY MARK BALES



After Laguna Seca

ON SUNDAY MORNING SIX COUPLES LEFT IN DIFFERENT DIRECTIONS, AND FOUR COUPLES - BALES, BIDWELL, KULCZYCKI AND JUESSEN - WERE HEADING TO SOUTH LAKE TAHOE VIA SEVERAL SCENIC BYWAYS. STOPPED IN GILROY, THE GARLIC CAPITOL, ONLY TO FIND OUT THAT THEIR PRODUCE PRICES ARE HIGHER THAN IN SCOTTSDALE, AND WE JUST STOPPED AT A GAS STATION WITH ATTACHED GROCERY MARKET.

GETTING CLOSER TO LAKE TAHOE VIA US 50, ANOTHER SCENIC ROUTE, IT STARTED RAINING AND WE SKIPPED THE DOWNTOWN TOUR. WE HAD DINNER AT THE HARD ROCK CAFÉ AT OUR HOTEL. AFTER DONATING SOME MONEY TO THE CASINO, WE CALLED IT AN EVENING.

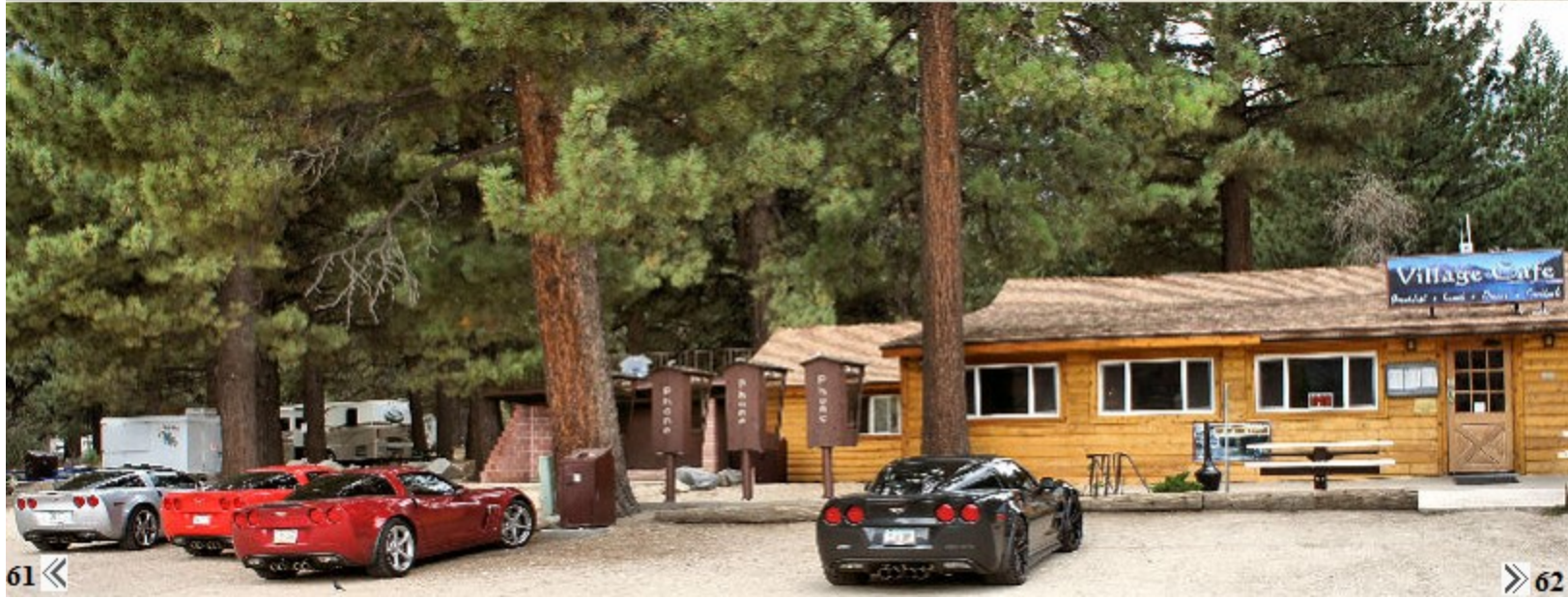


Dinner at the Hard Rock Cafe

NEXT MORNING WE LEFT VIA ANOTHER SCENIC ROUTE SOUTH OF LAKE TAHOE TOWARDS MAMMOTH LAKES, ABOUT 200 MILES. THE FUN PART WAS US 88 TO 395, A VERY SCENIC STRETCH. FOR LUNCH WE STOPPED AT TWIN LAKES, WEST OF BRIDGEPORT. I BELIEVE IT IS AN ANGLER'S PARADISE.

Pictured on the next page:
Top: Taking a break along the roadway
Bottom: The lunch stop at Twin Lakes

After Laguna Seca



After Laguna Seca

AND OFF TO A QUICK SIDE TRIP INTO YOSEMITE PARK, ONLY INTERRUPTED BY RAINY AND SUNNY PERIODS. ARRIVED AT THE ALPENHOF LODGE IN MAMMOTH LAKES, AGAIN A RAINY ARRIVAL. AFTER AN UNEXPECTEDLY GOOD DINNER WE HEADED BACK TO THE LOCAL BAR AND SHORTLY AFTER, HIT THE SACK.

TUESDAY WAS IN MY OPINION THE BEST - SAY WILDEST RIDE - OF THE TRIP. FROM BIG PINE, SOUTH OF BISHOP, WE TOOK 168 AND 266 TO THE JUNCTION OF NV 93. AN 85-MILE STRETCH OF TWISTING, TURNS, DIPS AND LONG STRETCHES TO OPEN UP ALL CYLINDERS. AND NOBODY THERE. I THINK IT IS EVEN MORE CHALLENGING THAN THE CORONADO TRAIL OR THE JACINTO REYES SCENIC BY-

WAY WHICH WE DID A COUPLE OF DAYS BEFORE ... WHERE I HAD A PERSONAL VENDETTA WITH A FERRARI AND A LAMBORGHINI.

THE BEST PART OF THE THIS ROAD IS - PRACTICALLY NO VEGETATION - SO YOU CAN SEE WAY AHEAD OF YOU, EXCEPT WHEN YOU HAVE TO MAKE A TURN OR APPROACHING A DIP. ANYWAY I GO BACK THERE ANYTIME, JUST LET ME KNOW.

THE EVENING WE STAYED IN LAS VEGAS AND HAD A GREAT DINNER AT THE PALM RESTAURANT. THE PLACE IS FAMOUS FOR BIG LOBSTERS. WE PLACED AN ORDER OF 15 POUNDS OF LOBSTER AND SOME DECENT MEAT CUTS. GREAT EVENING.



Ready for the lobster dinner at the Palm in Las Vegas

After Laguna Seca

NEXT MORNING, AFTER A SHORT STOP AT HOOVER DAM TO LOOK FROM "DOWNSTAIRS" UP TO THE NEW BRIDGE - VERY IMPRESSIVE - WE DROVE BACK HOME AND WELCOMED THE HEAT.



I ONLY CAN HOPE THAT EVERYBODY ENJOYED THE TRIP AS MUCH AS MICHELE AND I DID.

WALTER

EDITOR'S NOTE: Please note that Walter only writes in capital letters - no offense....

An After-thought on the Laguna Seca Trip:



Here's Dick having a REALLY BIG beer!

CORVETTE THEN



AND NOW



By Jim Dobson

However, where would the Corvette be if GM had followed through on some of its concepts in the 50's and 60's????

General Motors had several two-seat concept cars in all of its product lines in the 50's and 60's. Fortunately for the Corvette, none of these cars ever reached production.

The 1954 Oldsmobile F-88 would probably have been the Corvette killer if Oldsmobile had brought its concept car into production.

The F-88 was powered by a hopped-up 324-cubic-inch V-8 from the 1954 Oldsmobile Super 88. The Oldsmobile F-88 engine used a stock four-barrel carburetor with a tiny, flat air cleaner.

The engine's 9.0:1 compression ratio plus additional -- but unrecorded -- modifications

Corvette Then... And Now

boosted the Super 88's 185 horsepower to 250 horsepower and an undisclosed amount of torque. Power flowed through a four-speed Hydra-Matic transmission to a 3.55:1 Corvette rear axle, which, despite its origins serving a humbler six-cylinder engine, had no trouble handling the Oldsmobile V-8's torque.

The 1955 Corvette was fairly modest. The V8 was basically the same V8 that had been introduced as an option on other Chevy cars that year, but the version built for the Cor-

vette was tweaked with a special camshaft that raised horsepower from 162 to 195. This also was an improvement, obviously, from the 150 horsepower produced by the 235 CID inline six-cylinder engine that had been used in the 1953-54 models. The original production included only the two-speed Powerglide automatic transmission. At the time this transmission was commonly referred to as the "Power Slip" transmission and would have been totally blown away by the Oldsmobile F88 with the Hydra-Matic transmission.

Out of only 700 Corvettes produced in 1955, reportably 694 had the V-8 at an extra cost of \$135. Production was low due to the fact that Chevy dealers had a lot of 1954 Corvettes that they had not been able to sell.

As a follow up in 1956, Oldsmobile showed this two-seater:



1954 Oldsmobile F-88

Corvette Then... And Now

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1956 Oldsmobile Golden Rocket

The 1956 Pontiac Club De Mer could have been strong competition for the Corvette.



1956 Pontiac Club De Mer

Buick had the two-seater concept in 1951 with two offerings. Neither one resembled a true sports car of the time.



1951 Buick LeSabre



1951 Buick XP-300

Corvette Then... And Now

In 1959 Cadillac had what they called the Cyclone. Again it was a two-seater, but far from a sports car.



1959 Cadillac Cyclone

The 1959 GM Firebird was another off-the-wall concept. Appears to be all show and no go.



1959 GM Firebird III

The one car that GM introduced into the market that appeared to go after the high-end Corvette market was the Cadillac XLR. It was built at the Corvette assembly plant and shared some of the features of later Corvettes. However, it was underpowered and overpriced. Production from 2004 through 2009 when it was discontinued was only 16,651 units. The highest production year was 2004 with 4,387 units and dwindled to only 892 units in 2009 when production was discontinued.

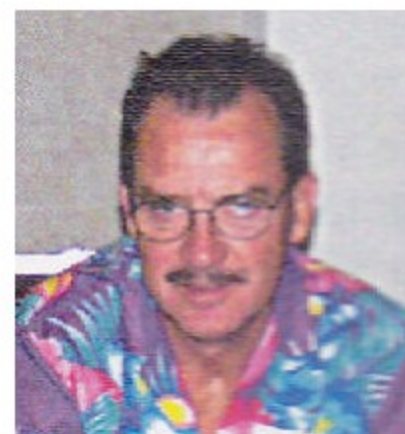


XLR: 2004-2009

Jim



Hugh Anderson was president during 2003 and 2004.



With Board elections coming up in November, and with next year - 2014 - being the Club's 15th anniversary year, it seems like an appropriate time to remember those who have served as the illustrious Presidents of the Scottsdale Corvette Club. Photos of each President are included after the statements of their tenure.

Jim Dobson was our first president, serving from incorporation in August 1999 until December 31, 2002.

Remember When

Mark Bales served as president during 2005 and 2006.



John Runyon was president for only one year, during 2007.



Mike Cassel served as president during 2008 and 2009.



Manny Siprut was president during 2010 and 2011.



Remember When

Ken Harder has been our president during 2012 and 2013.



**MARK YOUR CALENDARS!
OCTOBER 10-13, 2013**

**SCC IS TAKING A ROAD TRIP TO
MOAB, UTAH AND
MONUMENT VALLEY**

**YOU NEED TO SIGN UP SOON!
DON'T MISS THIS EXCITING
TRIP TO THE BEAUTIFUL FOUR
CORNERS AREA AND THE
COLORADO NATIONAL PARKS!**

**The Original
American Idol.**





***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
SEPT. 18.
HOPE TO SEE YOU THERE!***

***Thank You,
Thank You,***

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

***Mark Bales
Brenda Brandt
Jim Dobson
Ken Harder
Sue Kulczycki
Walter Juessen
Frank Tasnadi***





Thumbnail Book Reviews

Having spent most of the last two months vacationing, I found a lot of time to read. These are light, beach-type novels that I enjoyed and hope you will too.

The Likeness by Tana French. This is a follow-up to "In the Woods," Ms. French's debut novel. I have not read "In the Woods," but after enjoying "The Likeness," I am thinking it should be on my reading list. This is an intriguing murder mystery - detective novel, and the protagonist, Cassie Maddox, engages the reader till you feel like you know her. Cassie was formerly an undercover cop, and she gets called to the scene of a murder in a small village near

Dublin, Ireland. The irony of the situation is that the murder victim could be Cassie's identical twin, and further that her name is Lexie Madison, an identity that Cassie used years ago as an undercover detective. When Cassie steps in to take on the dead woman's identity in an effort to find the murderer, she becomes intricately involved in Lexie's world and discovers that her secrets run deeper than anyone imagined. The farther you get involved in this book, the harder it is to put down. A very compelling and interesting read!

Where We Belong by Emily Giffin.

After reading this novel about the legacy of adoption and what happens when an 18-year-old girl tracks down her birth mother, I was so taken with Emily Giffin's style of writing that I continued on and read all five of her previous novels and enjoyed every one of them. When Marian Caldwell, a successful television producer in New York

Thumbnail Book Reviews

City, answers a knock on her door one night, to find Kirby Rose, an 18-year-old girl searching for her birth mother, a secret is uncovered that Marian thought she had locked away forever. I found this story compelling as it delves into the themes of identity, family and forgiveness.

Here are Ms. Giffin's other novels, which I also enjoyed: *Something Borrowed*; *Something Blue*; *Baby Proof*; *Love the One You're With* and *Heart of the Matter*.

Dorinne



SAVE THE DATE!

SATURDAY NIGHT,
SEPTEMBER 21

QUARTERLY SPECIAL DINNER
AT GREASEWOOD FLAT

HOPE TO SEE YOU THERE!

EVENTS OF INTEREST IN THE ROADRUNNER REGION

September 28, 2013

Corvette Club of Arizona &
Porsche Club of Arizona
End of Summer "Three Race" Autocross
Wild Horse Motorsports Park (formerly
Firebird Int'l Raceway), Chandler
Details at www.corvetteclubofarizona.com

October 19, 2013

Corvette Club of Arizona &
Porsche Club of Arizona
"Autocross" Mania - Four Low-Speed
Autocross Events
Tempe Diablo Stadium
Contact: Mike Terrey 602-284-1766
mterrey@cox.net
Details at www.corvetteclubofarizona.com

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Scottsdale Corvette Club!*