

# 2009 Copperstate 1000 Rally

Hammer's 427 Cobra self-clearanced at least four connecting rods through the engine block. Oh, and it caught fire too, but we lent him an extinguisher

by Colin Comer



Colin and Cana in CSX3134, somewhere between Windex pit stops

The trick to seeing Arizona is to pick the perfect week before it gets too hot. In 2009, this must surely have been April 4–8, which just happened to be the dates of the 19th Bell Lexus Copperstate 1000 Road Rally. This year, 62 spectacular (and for the most part) road-worthy pre-1973 cars partook in this Southwestern adventure, 36 of which belonged to SCMer.

The mix of cars was intoxicating and included machinery as diverse as a 1929 Bentley 4½-Liter drophead, a Le Mans-winning 1959 Ferrari 250 California Spyder alloy-bodied Competition car, mid-year Corvettes, a stunning DB4GT Zagato, three 427 Cobras, and—get this—a 1970 Ford Torino Grand National stock car.

Think of it as one of the best car shows you have ever attended, without the smell of stale gasoline, shrink wrap to keep blades of grass from tire treads, or the sputtering of thoroughbreds that only see the ramp into a cushy enclosed trailer.

My co-driver, Cana Tinkle, and I were one of the trio of 427 Cobra pilots, driving CSX3134. And while the 2007 event saw my 289 Cobra shedding a radiator hose while racing SCMer Michael Hammer's Bentley, this year Mr. Hammer one-upped me when his 427 Cobra

self-clearanced at least four connecting rods through the engine block. Oh, and it caught fire too, but we lent him an extinguisher. I won't attempt to top him.

## The route for 2009 was a highlight

We started in Tempe with a send-off car show from Tempe Diablo Stadium. The green flag dropped, and we headed north through Coconino National Forest en route to Flagstaff for our first night.

Day Two brought more driving around the cold but beautiful landscape of Northern Arizona, with a stop in Winslow for lunch at La Posada, the famous restored 1929 railroad hotel, and we concluded amidst the red rocks in Sedona.

Day Three brought a morning of spirited driving on our way to lunch at the Planes of Fame Museum in Valle, where those brave enough got to fly to the edge of the Grand Canyon in a 1929 Ford Tri-Motor airplane. Vintage 1929 barf bags were strictly optional. The afternoon's drive offered more strictly-at-your-own-risk spirited driving back through Flagstaff and eventually to Sedona for another night at the Sedona Rouge resort.

Day Four saw us rolling out of Sedona and through the Verde Valley, Prescott, Skull Valley, and more pine trees than even this Wisconsin native has ever seen. The aptly named Hidden Springs Ranch in Peoples Valley was our final lunch stop, after which we motored south to Phoenix to scrub off four days worth of SPF70 and

## Details

**Plan ahead:** April 10–14, 2010

**Where:** Starts in Tempe, AZ

**Cost:** \$5,500

**More:** [www.copperstate.1000.com](http://www.copperstate.1000.com)



Stuart Shoen a.k.a "Ricky Bobby" with event organizer Kelly Whitton



1961 DB4GT Zagato of David and Ginny Sydorick

the associated road grit it attracts and rough it at the Ritz-Carlton with a lavish awards dinner.

The Men's Art Council of the Phoenix Art Museum hosts the Copperstate, with proceeds benefitting the museum. Additionally, a silent auction held during the event donates 100% of its proceeds to the Arizona Department of Public Safety's Family Support Group, which helps families in times of need. The Copperstate folks also organized the second Race Car Showcase, to help the Wellness Community, which supports cancer patients and their families.

Chairman Keith McLaine and countless MAC members and volunteers have gotten putting on this rally down pat. Between the variety and quality of cars, the like-minded enthusiasts, the excellent route, and the flawless support, it's much more than 1,000 miles and four days of the best seat time one could hope for in a vintage car. If you've ever considered doing a 1,000-mile rally, I recommend signing up early for the 2010 event. You won't regret it. ♦



Bill Jacobs and John Cummings in diminutive 1952 Tojeiro MG sports racer

## Copperstate SCMerS

**Gordon & Janet Apker—Scottsdale, AZ**  
1966 Ferrari 275 GTB

**Michael & Deborah Barber—Larkspur, CO**  
1956 Ferrari 250 GT Boano

**John & Susan Barrett—Athens, GA**  
1972 Ferrari 365 GTB/4 Daytona

**John Boccardo & Bill Scheffler—Palm Springs, CA**  
1973 Maserati Bora

**Stephen & Camilla Brauer—St. Louis, MO**  
1966 Aston Martin DB6 Short Chassis Volante

**Harley & Colette Cluxton, III—Paradise Valley, AZ**  
1967 Ferrari 330 GTC

**Colin Comer & Cana Tinkle—River Hills, WI**  
1965 Shelby Cobra 427

**Arthur & Nevada Cook—Pacific Palisades, CA**  
1962 Aston Martin DB4 Convertible Vantage

**Bruce Covill & Lucia Renshaw—Phoenix, AZ**  
1969 Jaguar XKE SII Convertible

**Robert & Nina Doede—LaJolla, CA**  
1962 Porsche 356B T-6 Roadster

**Patrick & Michelle Feltes—Scottsdale, AZ**  
1965 Chevrolet Corvette Convertible

**Laurie & Budd Florkiewicz—Scottsdale, AZ**  
1958 Mercedes-Benz 300SL Roadster

**Theodore Gildred & Chris Dugan—Solana Beach, CA**  
1956 Jaguar XKD-type

**Terry & Joyce Giles—Hartland, WI**  
1966 Chevrolet Corvette Convertible

**Martin & Audrey Gruss—New York, NY**  
1959 Ferrari 250 GT California Spyder Competition

**Michael Hammer & John Cummings—Los Angeles, CA**  
1966 Shelby Cobra 427

**William & Marcy Hammerstein—Beverly Hills, CA**  
1958 Mercedes-Benz 300SL Roadster

**Donald & Barbara Kaitz—Paradise Valley, AZ**  
1967 Chevrolet Corvette

**Bill & Kay Kilpatrick—Paradise Valley, AZ**  
1965 Porsche 356C Cabriolet

**Ron Krolick & Daniel Rowen—New York, NY**  
1961 Alfa Romeo Giulietta Sprint Speciale

**Chris MacAllister & Bob Bishop—Indianapolis, IN**  
1966 Shelby Cobra 427

**Rick & Amanda Mahrle—Paradise Valley, AZ**  
1969 Alfa Romeo 1750 Spider

**Andy Manganaro & Alex Ramage—Xenia, OH**  
1972 Fiat Dino Spyder

**Peter & Kacey McCoy—Beverly Hills, CA**  
1963 Ferrari 400 Superamerica

**Al & Sandi McEwan—Redmond, WA**  
1965 Lamborghini 3500 GTZ Zagato

**Bruce & Raylene Meyer—Beverly Hills, CA**  
1965 Shelby GT350

**Shane & Karen Mustoe—Scottsdale, AZ**  
1968 Aston Martin DB6 Coupe

**Steve & Annie Norman—Edmonds, WA**  
1929 Bentley 4½-Liter Drophead Coupe

**Rick & Nancy Rome—Dallas, TX**  
1957 Jaguar Cozzi Special

**Stuart Shoen—Phoenix, AZ**  
1972 DeTomaso Pantera

**Robert & Sally Stockman—Palm Coast, FL**  
1965 Aston Martin DB5 Drophead

**David & Ginny Sydorick—Beverly Hills, CA**  
1961 Aston Martin DB4GT Zagato

**Jack Thomas & Curt Engler—St. Louis, MO**  
1956 Ferrari 250 GT Boano

**Jack & Loraine Thompson—Doylestown, PA**  
1968 Shelby GT350

**Dwight & Candace Tyndall—Flossmoor, IL**  
1972 Ferrari 246 GT Dino