

First Class Glass



April 2016 Volume 41 Number 4
the official newsletter of Santa Clara Corvettes





Stuart Calhoon From The Driver's Seat



*Join for the Car,
Stay for the People*

Greetings Corvetters!

Spring is here! While our El Nino winter may not be over, it's hard not to get excited about doing some Corvette activities when the weather is so gorgeous. We've certainly had quite a bit of great weather this year, in between storms.

Of course, the plants and animals must be really confused by now – is winter over?

Last month saw the group karting at UMIGO, as well as our third ever TGIT (Thursday). These are working out quite well, especially for pizza lovers.

The Atkinson Express is busily planning their next trip, with a kick-off luncheon held over at the Niehan's place on Mar 26th. This tour will be leaving for an unprecedented 3 weeks, starting July 7^h, returning July 28th. This trip will take them into Canada for several days, necessitating issues associated with passports and exchange rates. Here's hoping none of our members get detained for being suspected terrorists.

Our Social Directors have some good social activities planned for April, including some bowling on the 9th and another TGI Thursday on the 21st. The first official Car Show of the year is on the 24th, and the big races down at Laguna Seca (with the Corvette Coral, Racing Banquet, and track day) are at the end of the month. There will also be a WSCC General Meeting at Momentum Chevrolet on the 16th. So mark your calendars – time marches on...we're just starting to get busy.

On a personal note, I will have done two track days in my new Z06 by the time you read this. I have been withholding judgment on the car until I got it out on the track, but you will be glad to hear that this is definitely a track animal. It is the most powerful, best handling car I have ever driven. How can GM sell a beast like this with a full bumper-to-bumper warranty? Not for me to criticize – I'll take the car and the warranty. For anybody vacillating on getting a C7, take my word that the C7 is such an improvement over the C6, it is definitely worth the money. You will not be disappointed.

Stuart

Cover Car



No matter which way you look at the car, the 1963 Split-Window Corvette is still one of the most beautiful cars ever built. Corvette is America's Sports

Car and therefore what would be more appropriate than Corvette's iconic 1963 Split-Window with the American flag as the background?

This particular car belongs to Chuck Cry, a member of SCC since August 2008. Chuck has a "thing" about Corvette Mid-Years-this is the third one he has purchased and the second he rebuilt. The first one was a 1965 red convertible and the second was a

"garage find" from Los Gatos that Chuck brought back to life with the infusion of a lot of hard work and money. The first car show after the restoration was the 2009 Corvette Spectacular where it was a 100 Point, First Place Winner!

The cover car for April 2016 was a daily driver but it had been heavily modified by the previous owner. Chuck likes his Mid-Years completely stock, so off came the disk brakes, air conditioning and rack-and-pinion steering among other things.

See details of the cover car restoration and more photos on page 6.

*Ed. Note: Those of you who are eagle-eyed might spot the license plate on this car..."LIK T SPT" (Lickety Split). The same personalized plate is on both front and rear but in different colors.

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Welcome! Gary Kono Membership Director

Hi Everyone,

We had a renewal and four new memberships since our last meeting. We currently have 120 memberships and 190 members. Please welcome:

Steve Churchill. Steve has a 2001 green coupe.

Rick Piras. Rick was at our last meeting and he has a 1965 resto mod.

Mike and Wendy Hoffman. Mike and Wendy have a 1999 Pewter coupe.

Some of us are still misusing our Yahoo Group. Any replies to an email posted on our Yahoo Group should only be directed to the originator of the email notification. Please do not attempt "reply to all" by addressing the entire Yahoo Group. The only exceptions are for replies that contain information in general for most members of the Yahoo Group.

Hang on to your badges. The price for replacement badges is now \$10.00.

Gary



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Cover Car Continued...



Chuck Cry in his '64

pay what he was asking. It was a decent price but it did not cover what Chuck actually had paid to restore /rebuild the car.

Chuck's latest Mid-Year "find" came after three years of searching for THE car. Craig's List to the rescue. The '63 was owned by a lady who was a school teacher in Chico who used it as her daily driver. She had her mechanic at her local Union 76 gas station perform several modifications to the car such as adding disk brakes, rack-and-pinion steering and air conditioning (remember, it was in Chico). That was the bad news since Chuck prefers his Mid-Years stock so he had to remove all that added equipment. The good news was that since the previous owner kept the car covered, the paint was in good shape.



Chuck engaged his trusted Corvette restorer/rebuilder, Max Krewson of Race Street Rally, to start working on the '63. It was to be a "ground-up" / "frame-on" restoration like the '64 had been so

Max was familiar with what was necessary. This is a "numbers-matching" car now sporting a rebuilt and balanced 340hp engine that matches factory specs. The rebuilt Carter carburetor replaced the Holley that had been there. The disk brakes



Before



After

were replaced with stock drum brakes and the after-market CD player was replaced by the stock glove box. The only non-stock item was power steering which Chuck had installed so he could drive the car after having shoulder

surgery. It took 9 long months for Max to locate a stock heater box that had been removed when converted to A/C by the



Before

previous owner. Who can blame someone who lives in Chico for converting to A/C?

The car is about 95% finished with just a few small, difficult-to-locate

parts still trickling in from all across the U.S. Unless you are Max or Chuck you'd never guess which parts these are - the car shows beautifully and runs like a top.



After

Chuck has been keeping it in his garage at home but plans to take it to the City of Mountain View "Thursday Night Live" Car Show on June 30th. If you want to see a near-NCRS '63 split window join us downtown for a glance at this silver beauty.

Now that he's purchased and rebuilt both his dream car (the '63 Split-Window) and the runner-up car (the '64 roadster), Chuck is not sure what else remains on his "bucket list".



GETTING YOU ON TRACK



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- **HOOKED ON CORVETTES** (Mazda Raceway Laguna Seca): May 2nd
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Whose Corvette is that Anyway?

This month it's time to test your Corvette knowledge again, so let's get started with an easy one.....

- 1). How many different "nose emblems" graced the 1953 Corvette?
a). One. b). Two. c). Three. d). What's a nose emblem.
- 2). The 1955 Corvette had this emblem, "CheVrolet", on the side above the trim. What did the large "V" mean, if anything?
a). "V" for victory over Ford's T-birds. b). "V" for V-8 option.
c). No meaning other than decor. d). Peace
- 3). The original "Grand Sport" race cars of 1963 were planned to have engines displacing:
a). 327 cu. in. b). 350 cu.in. c). 377 cu.in. d). 402 cu. in.
- 4). How many of the original (1963) "Grand Sports" were factory build racers?
a) Three. b). Five. c). Seven. d). Only one, which crashed.
- 5). What "Hollywood" cowpoke bellied up to the bar in 1968 and plunked down the cash to buy two '68 L-88 corvettes to form a racing team?
a). Clint Eastwood. b). Dan Blocker. c). James Garner.
d). Paul Newman.

- 6). The "ZR1" package was first offered in:
a). 1969. b). 1970. c). 1971. d). 1972.
- 7). In 1985 there was a new name for the fuel injection on the Corvette. What was it?
a). Direct-Fire Injection. b). Turbo-jet Injection. c). Ram-Jet Injection. d). Tuned-Port Injection
- 8). What high-performance tire made it's debut on the 1984 Corvette?
a). B.F. Goodrich. b). Goodyear Eagle VR50. c). Michelin XWX. d). Pirelli P-Zero
- 9). How many different types of Corvettes were available for sale in 2008?
a). Two. b). Three. c). Four. d). Five. e). Six
- 10). In 2009, the famous "ZR1" returned to production. How many were built that year and at what MSRP price?
a) 806/\$110,750. b). 1,415/\$103,300. c). 1,577/\$101,987. d). 404/\$98,000.

How did you do?

SCORING:

**10= Zora-Arkus Duntov 8-9=Almost there 5-7= Mechanic
2-4= Parts Person 0-1=Corvette fan**

5). c-James Garner. He formed the "American International Racing" team running two convertibles (with hard-tops) numbers 44 & 45; 6). b-1970. This was a "Special Purpose Engine Package" (RPO-ZR1) in which only 25 were built as a \$968.95 option. Basically it was a "stripped down" Corvette with a big engine. 7). d-Tuned Port Injection. After two decades genuine fuel injection returned. The system was built by "Bosch"; 8). b-Goodyear Eagle VR50. "RPO-QZD" were required on all 51,547 Corvettes built. This included 16 "wheels & P255/50VR16 tires. 9). e-Six. There was the "base" Coupe & Convertible, the "Indy 500 Pace Car" (RPO-Z4Z) Coupe (234) & Convertible (266), the "Z06" (7,226) & the "427 Limited Edition Z06 (RPO-Z44) (505). 10). b-1,415/\$103,300. According to Chevrolet this was the highest price Corvette to that date. Production ended in 2013.

1). c-Three. In 1953 just days before the Corvette was to be premiered the nose emblem was a crossed flag configuration of the American flag on the left side and the checkered flag on the right. Government laws prohibit using the American flag for commercial use. A white flag with red bowtie and "Fleur-de-lis" replaced the American flag. This was only temporary as it was changed again to a red flag for production models. The original emblem is currently on display at the National Corvette Museum 2). b- "V" for V-8 option. Of the 700 Corvettes built that year 693 were built with the V-8 at an additional cost of \$2,909.00. 3). c-377 cu.in. 4). b-Five. The "Grand Sport" would return to production again in 1996 & 2010. It may appear again in the 2017 Corvette.

Phil



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Keith Mendia: Historian

I am not sure how many of our membership have ever looked into the Historian area of our awesome website, but I bet there are quite a few of you who have not. Over the last four years, our Historian Committee has spent hundreds of hours scanning pictures, newsletters, documents and really interesting stuff so that it could be made available to our entire membership. In addition, we now have a yearly summary of our club activities, events of interest in the world and Corvette facts that cover the years 1975-1978 and 1981-2014.

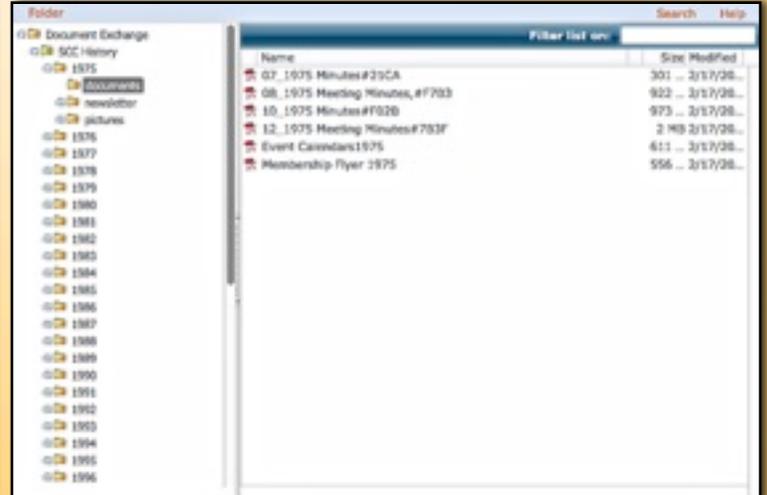
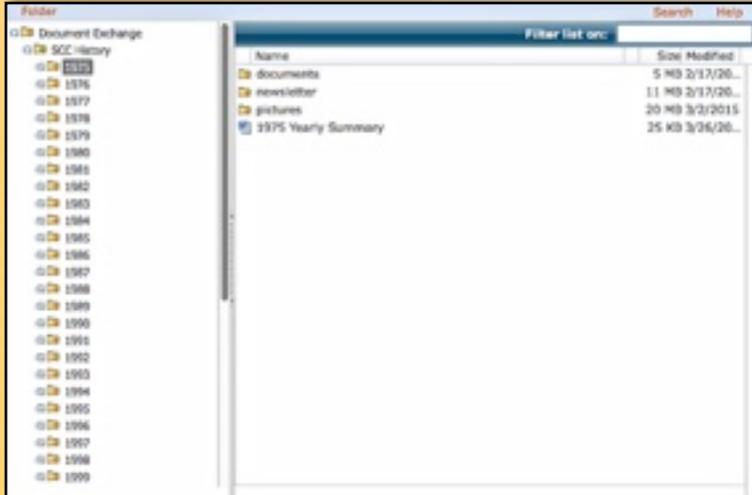
I would like each of you to pick a year (perhaps the year you first joined the club or a year in which something really memorable happened) and go to the SCC website www.sccorvettes.org and see what you find for that year. If you like, give us some feedback on the experience.

If you have never ventured there, GO to the "HOME PAGE" and click on "INFO" and under that click on "CLUB HISTORY". On the left, click on the folder "SCC HISTORY"; on the right side all the years from 1975 to 2014 will be listed. Double click on your "YEAR". When you do this there will be four choices for you to see for that year: "DOCUMENTS", "NEWSLETTERS", "PICTURES" and "YEARLY SUMMARY". Click on each area and see what you find. I think you will be glad you did and will find lots of memories waiting for you. I bet you that there is no other Corvette club anywhere that has this much historical information on file for their membership.

We have more pictures to add to this site in the near future and if you should have more in your personal possession, we would love to see and enjoy them.

Zora would approve of this request and I hope you enjoy your visit.

Keith



A recent issue of a popular consumer oriented magazine had Corvette leading in two separate categories that were at opposite ends of the spectrum.

First Place: Cars that owners would buy again (according to an Owner Satisfaction Survey)

First Place: Cars that are least reliable (according to an Annual Auto Survey)

Other comments were: "abundant power"; "an interior worthy of the price"; "acceleration is blistering quick"; "handling is pinpoint"; "refined cruiser or track-ready race car".



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| 5 | PAUL | |
| 6 | PAUL | |
| 7 | COYOTE 1 | |

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| 7 | Jim Barnes | 31.43 | 20 30.11 |
| 81 | Ron | 32.18 | 20 30.84 |
| 20 | Cliff | 34.14 | 19 31.70 |
| 15 | COYOTE 1 | 32.51 | 19 31.81 |



Wine Tasting & Lunch @ Garré Vineyard





Collins Orton: Competition, Motorsports

The big thing happening in April is the **Trailer Cleanup Day on Sunday April 17th** at Mim & Chris Petersen's home, 1228 Fewtrell Drive Campbell, CA. 95008. Plan to arrive by 9:00 AM.

We will get a good inventory of the trailer for the upcoming Autocross season, make repairs as needed and have a rip roaring good time with BBQ and all the fixings! We appreciate everyone who can come and lend a hand.

The **Hooked on Corvettes event at Mazda Laguna Seca Raceway** on May 2nd is a high point of the early racing season. Santa Clara Corvettes has really stepped up and is front and center for what should be a spectacular day. Please encourage any of your friends that may still be thinking about this event. Stuart Calhoon will provide some very detailed info about the noise restrictions at Laguna Seca (92 db) at our April 6th meeting. Don't let the "perceived" noise issues deter you from going to this world class track and Track Day. This is a "Bucket List" event!

Please see message below from David Ray of "Hooked On Driving". If you have any questions, please give me a call.

"Good Evening HOD Corvette drivers! This is a quick message to be sure there are no surprises at Laguna on May 2nd...we're in

for a spectacular day - following what could be the BEST sports car racing in America with IMSA/Weathertech on Sunday. Driving this great track on Monday will be a hoot!!

We do want to say thank you to the early sign ups...especially to the Santa Clara Corvette Club that has really stepped up! However, the event has not gone viral, and some other clubs and non-club members have not jumped in yet. Shooting straight, the numbers are low and we'll need to add "Friends" of Corvettes with a general announcement in the next few days..I'd ask that you let as many Vette drivers know of the opportunity so we can get a strong brand representation. Regardless, HOD promises an awesome day.

Thanks to the "Taste of the Track" drivers as this has turned out to be popular and will be Corvettes only.

We are still looking for a couple of volunteers that have the ability to tow the SCC trailer to various events. If you are an experienced person towing trailers, we need your help. Please contact me at 650-208-9035 or PipeDr96@aol.com to discuss this need further.

Collins



Dave Katz: Competition, Car Shows

Here are the judging guidelines for 2016. Remember that cars entered in Park & Show will not have the engine judged or be judged on condition. Cars entered in Car Show may receive deductions for the following unacceptable conditions: cracked windshield; cracked bumper; broken lights; significant body damage going beyond such common problems as rock chips in the hood; torn seats or seat covers; poorly fitting seat covers; cracked dash; holes in carpets or floor mats; paint runs; modifications coming loose or not properly attached to the car; broken/cracked mirrors.

EXTERIOR (25points): deduct in 1/4 point increments per infraction

Scan all paint areas for smudges, wax, water spots Scan all exterior glass for smudges

Check all lenses and emblems for dirt or wax in letters and/or screws

Check license frame & plate for dirt

Check bumpers for smudges and wax

INTERIOR (25 points): deduct in 1/4 point increments

Check all interior glass for smudges

Check all mats, carpet and side walls, seats for dirt, lint or hair (do not deduct if worn but is clean)

Check all dash ducts and shift boot for dirt and dust

Check dash area for smudges

Check seat belts and seat belt cinches for dirt

Check steering column and wheel for dirt and dust

WHEELS AND TIRES (25 points): deduct in 1/4 point increments (Rims are judged on face only; nothing beyond the point where the rim is bolted to the axle)

Check tires for sidewall and tread cleanliness (clean to second tread row only is required, one tread on C-1s and entire front tires on C-4s.) Tires do not need to be dressed, only clean.

Check wheels for dirt, smudges, water spots and wax

Check inside wheel "slots" for visible dirt

ENGINE COMPARTMENT (25 points): deduct 1/4 point increments

(Engine compartment is from the firewall to the front of the radiator and from the Frame rails up. The underneath side of the hood is judgable.)

Check all engine components above the level of the bottoms of the valve covers or fuel rails

Check firewall, behind brake booster, etc. for dust, dirt and oil

Check inside hood for dirt, oil and dust

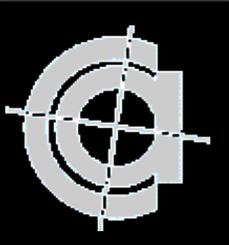
Check top of engine for dirt, oil and foreign matter on manifold

Check for smudges on any chrome or stainless

Check for dust and dirt on intake areas and radiator shroud

Check for dirty spark plug wires and distributor [when above valve covers or fuel rails]

Dave



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The "Need" for Speed

In response to the earlier request for details on excessive speed, we have two replies...

David Jacobson relates that in 1967, when he was 17 years old, he drove a 1962 Pontiac Catalina 120 mph on Interstate 29 in Sioux City, SD.

Andy Hoepfner advises of his most memorable experience over 100mph.

"The year was 1984. Back then there were fewer cars on the street and driving fast on the Autobahn was not a problem at all. I had just purchased my dream car a few months earlier, a 1972 Porsche Targa. What a rush! The next step was, of course, to improve the plain appearance when I found a used 911 Turbo Wing. I bought it for a good chunk of money, painted it in my garage and it did fit perfectly. What better to test the improved handling than a spirited drive on the Autobahn? Off I went on a sunny Saturday afternoon to a freeway near my home town (the folks who went with me to Germany in 2007 know what I'm talking about).

I slowly increased the speed on a fairly straight stretch to 100 mph and was quite happy. But then I noticed something strange. The more I sped up the easier it was to move the steering wheel to the point where I could turn it and still go straight, in essence the front end of the car had lifted off the ground. I realized that with a little more headwind I could have flipped over, a scary moment to say the least.

Back home I talked to some friends and the Porsche dealer (kids, that was before you could google something J) and was told that the Turbo wing creates such a downforce on and behind the rear wheel that it lifts up the front. I was told it was mandatory to install a front diffuser with the rear parts. Go figure.

This experience showed me that any modification to a car needs to be researched and might not do you any good at high speeds. Do your homework, especially with tall spoilers and wings ;)"



FOR SALE: 1999 Corvette Coupe. This car is available in hard to find Magnetic Red paint with a black interior. Shows beautifully and runs as well as it shows. Options include: 6-Speed manual transmission; transparent lift-off roof panel; adjustable sport leather seats; continuously variable real time damping (suspension is adjustable); active handling system; dual zone climate controls; AM/FM stereo with CD; fog lamps; telescoping and tilt steering; and the seat memory package. The car is in excellent condition and has less than 50K miles. This car is being sold by the original



owner and the car has always been garaged. Run-flat tires were replaced at 34K miles. Asking \$15,000 or best offer.

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The new 2017 Chevrolet Corvette Grand Sport combines a lightweight architecture, a track-honed aerodynamics package, Michelin tires and a naturally aspirated engine to deliver exceptional performance. The Grand Sport Collector Edition features an exclusive Watkins Glen Gray Metallic exterior with Tension Blue hash-mark graphics, satin black full-length stripes and black wheels.

Content highlights for Grand Sport include:

Michelin Pilot Super Sport summer tires: 285/30ZR19 (front) and 335/25ZR20 (rear)

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Brembo brake system with (355 mm) 14-inch rotors and six-piston calipers in front and (340 mm) 13.4 inch rotors and four-piston calipers in the rear

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Available Z07 package adds carbon ceramic-matrix brakes and Michelin Pilot Sport 2 Cup tires.



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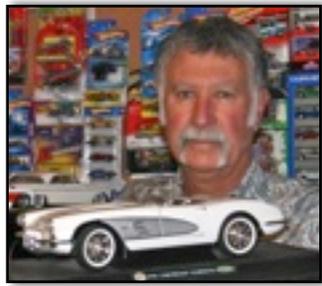
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Social Directors Keith Mendia & David Wilson



Santa Clara Corvettes slammed the door on winter with our last Social event of that season on March 19th, that being the SCC **Indoor Grand Prix held at UMIGO Indoor Kart Racing in Livermore**. Our group met at Starbucks in Milpitas at 8:45am and then caravanned to the UMIGO track in Livermore. After we arrived and all got registered, the 15 SCC racers attended a short drivers meeting going over rules and safety and then were put into two groups to get used to the gas powered karts and set fastest qualifying times. These karts will go 45 mph and when your seat is about 2" off the surface that seems pretty fast. They have race tires and will take corners at fast speeds and love to slide which makes driving them loads of fun.

Our first qualifying group out had only 6 racers as not everyone got suited up on time. The quickest of that group was **Lowell Vivian** with a best lap of 30.302 seconds. **David Wilson** was next with 30.545 seconds and **Jim Barnes** 3rd at 30.957 seconds. The second group came out to qualify with 9 SCC racers. **Mim Petersen** was quickest and the first SCC racer to run a lap under 30 seconds with a quick 29.764 time. She was followed by **Chuck "The Destroyer" Vivian** at 30.129 then **Sandy Mendia** with 30.571 seconds. After these qualifying rounds UMIGO split us into two groups to not give any one an advantage.

The next race was the "B" Main Event with **Mim Petersen, Lowell Vivian, Sandy Mendia, Keith Mendia, Rick Bronner, Nicole Wilson and Maxine Wiley**. The top 3 of this group would move up to the "A" Main event and after 20 laps they were **Mim Petersen, Keith Mendia and Lowell Vivian** in that order. The second "B" Main Event had **Chuck Vivian, David Wilson, Ron Minearo, Jim Barnes, Ron Beck, Cliff Martin and Roger Wiley**. They tore off for 20 laps and at the end **Ron Minearo, David Wilson and Chuck Vivian** all transferred to the "A" Main.

The "A" Main Event now had 6 of SCC quickest lined up for 20 laps to see who was fastest with the racers lap times separated by only ½ second. **David Wilson** took the lead in the first lap followed by **Ron Minearo** and they held those positions the entire race. **Keith Mendia** started in the 4th position but was passed by both the Vivian brothers on lap 8 while **Mim Petersen** had to withdraw from the race on lap 6 with shooting pains in her back and shoulder. At the end **David Wilson was first** on the podium with an average lap time of 30.120. **Ron Minearo was second** with an average lap time of 30.416 and **Lowell Vivian was third** with an average of 30.505 seconds. David really had the event nailed as he won going away by 5.2 seconds over Ron. In addition to the 15 SCC racers, we had 11 SCC members there to cheer us all on.

After the race, we all caravanned over to the **Garre Vineyard and Winery** for leisurely wine tasting and a delicious lunch from a specialty menu that they had prepared just for us. We had 28 SCC members attend that portion of the day and we all enjoyed the great wine, delicious lunch and great weather. **Special thanks to Gary Rost for putting together the winery portion of the day** for all of us.

In our attempt to find the "Best Pizza Joint in the South Bay" 52 of our members on Thursday, March 10th ventured over to **Cicero's Pizza** in West San Jose to enjoy their thin crust creations. The beer was cold and pizza good and we had our own area to party on. Our members all voted on the various qualities of their pizza and we will await the results at the end of the year.

That's it from my side. David will be discussing some of the upcoming Social events.

Let's go agitate some asphalt !!!

Keith

The Pizza Adventure continues. This month we'll be stopping in to sample the goodies at **Jake's of Sunnyvale** (174 E. Fremont Ave). For over 30 years Jake's has been serving up some of the best pizza in the area. Several of our members suggested we go here, so it should be a hit. Good food, good beer, plenty of parking, and all of your friends. Sounds like a winner. See you all there on April 21st starting at 4 pm.

June is set to be a very busy month. First up is the **Mozart Auto Museum** on Saturday, June 11. The Mozart museum is an exclusive private venue containing 70 of the most amazing

historic race cars and street cars that you'll ever get a chance to see. This museum is not open to the public, but thanks to SCC you can get in with the group for only \$20. **Space is limited, so sign up today!**

Tuesday, June 14th is the **Annual SCC Night at the San Jose Giants**. \$15 gets you snacks and drinks at the tailgate party starting at 4:30. Entry to the 6:30 game is included. Advance purchase is required so sign up with Keith or David at any meeting or TGIT.

Continued on page 24...

What's New(s)



Rick Riccardi, Ray Buck, Ken Jacksteit, Collins Orton and David Jacobson drove five intrepid Corvettes for a run to the Coast for an extended dining experience along with mountain roads and coastal ocean views. After meeting for a cup of coffee and route planning in Saratoga, the adventurers drove up Highway 9 to Skyline (#35) to Woodside for brunch at Alice's Restaurant. As the afternoon drizzle settled, the Corvettes took Highway 84 out to the ocean and then south on Highway #1 to Gazos



Creek where they found that the Highway 1 Brewery had changed to winter hours and was closed. But, a couple of words from Ray and the locals opened the place to slake their thirst. While they enjoyed their brews in their own little environment, their Corvettes parked outside drew another dozen visitors from the Coast Highway...all failed the entrance test-"must have a Corvette to enter" (or something like that). Then there were four Corvettes that went adventuring to Bonny Doon and wine tasting at Beauregard Vineyards...fun place all to themselves, nestled in the woods on Pine Flat Rd. Then there were three Corvettes that continued on, back to Davenport for dessert at the Whale City Bakery and Cafe to close out the adventure. Great day with most of the rain holding off for their drive...absolutely no traffic coming home via Highway #17 for an approximate travel trip of 110 miles. Nice way to spend a day not working, not worrying, just driving. For photos: <https://picasaweb.google.com/111426502284196955115/>



The Fuerniss family (Al, Scott and Gloria) went to the Ron Fellows Performance Driving School at Spring Mountain Raceway, Pahrump, NV. We drove C7's for this 2-day course. It was a great experience for all of us. Ron Fellows joined our class to provide a background of how the school started. He answered many of our questions and was very entertaining. There was a graduation "ceremony" and we took this photo with the instructors. "We had a great time and hope you do too!" Go to www.racespringmountain.com and find out more about this Performance Driving School.



Jack Atkinson, true to his word after the Death Valley-Barrett-Jackson Run, stripped off all his vinyl. Since he can't stand to have a plain white car, he immediately went about re-designing a whole new layout and came up with a design that was entirely black and orange (and white). No, the SF Giants did not commission this car.



Stuart Calhoon reports: "I just spent two weeks in Colorado with my brother. Each day we would ski hard, stuff ourselves at dinner and then do it all over again. I'm getting too old for this, but love it while it lasts."



John and Barbara Warner went joy riding on a beautiful Spring-like February day up to Mt. Hamilton and back down the other side to Livermore and took a few pics.





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Will with his C5 Convertible Z51



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Santa Clara Corvettes Member



What's New(s)



Malcom Lawton relates: "The airplane is a Stinson L5 built in 1943. These planes were used by the military in WW 2 for artillery spotting and liaison duty (hence the L in L5). My father owned the plane from 1947 to December 1949. My sister, who is 5 years older than I, remembers sitting on our mother's lap in the back of the plane. When I came along, it wasn't possible to put 4 people in a two place airplane.

I flew with my Dad in his Stinson 108-3 from, as he put it, "from in utero until 18 years old". I didn't get my license because my mother and later my wife would have killed me. When my father died, I found myself on Ebay looking at Stinsons. Some years later and with much discussion, Reesa reluctantly allowed me to take flying lessons. Sometimes I

would look at the "throw away" papers in the terminal, and occasionally I would look at the want ads under Stinson. One time there was an L5 for sale with a 714 area code which I knew was Orange County, CA. My father had owned an L5 prior to the 108-3. I called and established that the plane had not flown for 12 years (later we determined it was 17 years) he said he had the plane listed on the Trade A Plane website. I thanked him for the information and hung up. Later, I wondered if it could have been the plane my father had owned. I mentioned this to one of my friends and she said, "well, you have his log book don't you" Duh... So I looked in the log book until I found the same tail number on many pages, and put the number into the FAA website to get the name of the current owner. Then I went on Trade A Plane to get the name of the man selling the L5 in Orange County...and they matched! I told Reesa and to her credit, she said "Buy It". On the way down to see and buy it, I said to myself "Malcolm, you're a student pilot, how is this going to work?" I called one of my friends who said "have him get an annual and fly the plane up, and you will give him his asking price. And that's what happened. The plane is at Reid Hillview Airport in San Jose. I am donating it to the Pacific Coast Air Museum in Santa Rosa. They will pick it up April 2nd, so if anyone wants to see it here, they will need to do it soon!"



Rob Lezama, Cliff Martin, Jack Atkinson and Dave Johnston went on a run to Livermore to visit 2 "classic" car consignment stores. Then, a week later, Cliff, Rob and Dave went on a "Starbucks Run" on a beautiful Spring day to Casa de Fruta via the South County back roads. The reservoirs they saw were full!



Keith & Sandy Mendia, Richard & Nancy Shockley along with Lynn & Anita Kravitz and Mike & Marti Maron (all but Sandy, Nancy and Marti were graduates of Littleton High School, CO 1962 & '63) spent 2 weeks in Mexico in February, the first week in a 4-story home in the old part of Puerto Vallarta and the second at their time shares in Mazatlan. An extra treat was meeting up with Richard and Keith's college roommate, Duey Englehardt and his wife, Nan for a day's sail on their boat while they were docked in Puerto Vallarta, then **David & Nicole Wilson** joined them in Mazatlan. Great time,



Great Food and Great Friends. No Corvettes were harmed during this adventure.

Continued from page 21...

Sunday, June 26th is the **Annual SCC Pool Party**. Andy Hoepfner has offered up his new hillside home for the event. The view is great, the pool is great, and the party will be awesome. Advance signup is needed.

Keep an eye on the web calendar at www.sccorvettes.org for more details and additional events being added.

"Live For Today...Plan For Tomorrow...Party Tonight!"

David

Race Street Rally

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SCC Calendar of Events

APRIL 2016

| | | |
|------|----------------------------------|-------|
| 2 | Hooters' Corvette Car Show | 10:00 |
| 6 | General Meeting | 7:00 |
| 9 | Uncle Buck's Fishbowl(ing) | 9:00 |
| 16 | WSCC General Meeting | 1:00 |
| 17 | Trailer Clean-Up Day | 9:30 |
| 21 | TGIT - Jake's Pizza | 4:00 |
| 24 | Legends Car Show | 8:00 |
| 24 | Pacific Coast Dream Machines | 10:00 |
| 27 | Board Meeting | 6:30 |
| 29-1 | WeatherTech-Laguna Seca | 7:00 |
| 30-1 | A La Cart & Art Festival-Mt View | 10:00 |

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 1 | | | | | | |

May 2016

| | | |
|----|------------------------------|-------|
| 1 | Laguna Seca Races | |
| 2 | Laguna Seca HOD Track Day | 8:00 |
| 4 | General Meeting | 7:00 |
| 7 | Hot Wheels for Kids Car Show | 9:00 |
| 12 | TGIT Pizza @ TBA | 4:00 |
| 14 | Willow Glen Car Show | 9:00 |
| 15 | SJ CC Concours d'Elegance | 9:00 |
| 21 | Abel Chevrolet Car Show | 10:00 |
| 30 | Memorial Day | |

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |
| | | | | | | |

*Some dates may change after this goes to press so always check the SCC website for the most current information



APRIL

- 4 - Henry Crook
- 10 - Cindy Hector
- 10 - John Lux
- 13 - Vanessa Zimmerman
- 15 - Gary Leighton
- 15- Will Kouvaris
- 19 - Rick Riccardi
- 26 - Harry Hsu
- 30 - Doug Johnson



+



- 2000 - Cris Schiebold
- 2005 - Lou Marincovich
- 2008 - Lowell & Janice Vivian
- 2011 - Eric Jacobsen
- 2011 - Bob King
- 2012 - Roger Martin
- 2014 - Phil Moser

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Santa Clara Corvettes is a not-for-profit organization formed to appreciate a truly great car, the Corvette. Our monthly business meetings are held on the first Wednesday of each month at the Los Altos Masonic Building, 146 Main Street in downtown Los Altos (1/2 block up from San Antonio Rd.) Meetings start at 7:00 PM. All interested Corvette owners and enthusiasts are invited to attend. For more information, contact anyone on the Board of Directors, or write to: Santa Clara Corvettes, P.O. Box 2634, Santa Clara, CA 95055-2634. Visit us on the internet at www.sccorvettes.org for info, pictures, and the latest events.

Send contributing articles and photos to: davidjohnston101@comcast.net