

First Class Glass



December 2016 Volume 41 Number 12
the official newsletter of Santa Clara Corvettes





Stuart Calhoon From The Driver's Seat



Welcome to December!

2016 feels like it has gone by quickly. Club activities have definitely slowed down as we ease into winter. But there have been lots of activities amongst the Directors in planning for upcoming events-from the Holiday Party (last Sunday, December 4) to the big Year-End Awards Banquet (Saturday, January 21).

Data has to be gathered to determine our winners this year: Participation (top 25%); Most Participating; Rookie of the Year; and Competition (competition qualifiers and Most Competitive winners). Elections have to be held to determine next year's Board, Charities, and Corvetter of the Year (those happen tonight). Membership renewals are submitted pretty heavily during November and December. So, I guess you'd say we're in the administrative part of the year.

For tonight's elections, background information on each candidate and charity was e-mailed to the membership a couple weeks ago. I hope it was helpful in deciding which candidate to vote for tonight.

The other thing happening is the development of the new website. Our developer has completed most of the work, and we are very close to launch. Watch for the announcement and the link during December.

Please sign up for the two big award banquets—the WSCC banquet will be on January 14 and the SCC banquet will be the week after, on January 21. You can find more information on these great events in the Social write-up, or on our website.



Stuart

Cover



Who wouldn't want to find this beauty under their tree for Christmas? This is Rick Piras' 1965 "restomod" which he just finished this past year. Rick performed a very extensive renovation as detailed in the article which follows on several pages. The result was as follows: tube frame chassis by SR III Motorsports using modern Corvette brakes, steering, suspension, and fully adjustable coil over shocks. Modified 2003 LS-6 motor, Tremec TKO-600 five speed transmission, 3.73 Dana 44 posi rear end. Dyno'd at 380 rear wheel horsepower. 2,885 pounds, with weight bias of 50.2% front / 49.8% rear. Everything except paint, seats, and exhaust was done by Rick and some of his great friends.



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Welcome! Gary Kono Membership Director



Hi Everyone,

Time has almost run out to renew your current membership without paying a late fee of \$26. If the completed renewal forms and fees are not in our hands by 12/15/16, the late fee will be enforced if you would still like to continue with Santa Clara Corvettes. So far we have received 65 complete renewals, 4 renewals missing the required SCC or WSCC form(s), and 5 members have responded they will not be renewing their membership for 2017. That leaves 63 memberships that I still haven't heard from.

For details on how to take care of your 2017 renewals, you can look at your previous two issues of First Class Glass or take a look at the emails that I have been sending to you.

Until the end of this year our membership stands at 213 members and 137 memberships.

Gary

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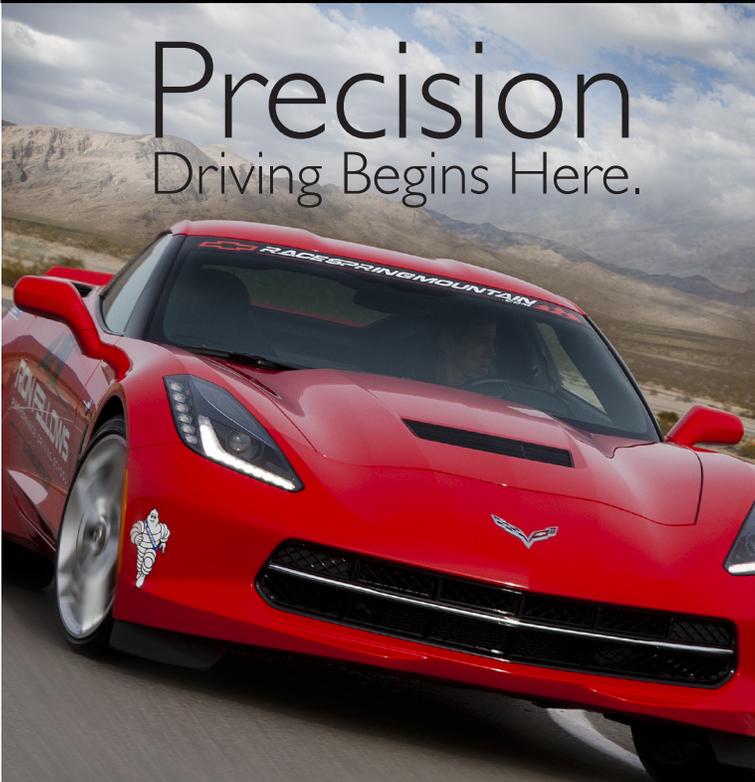
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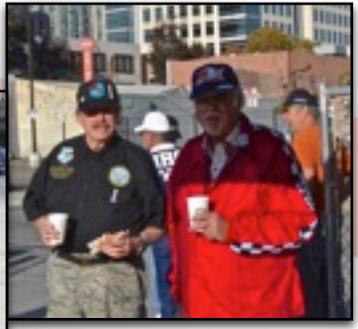


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Dreams Do Come True!

Fellow club members, just wanted to share a dream I had after adopting my C7 Z06...realizing dreams can come true!

It all started when Rob Lezama and I attended a car show in San Francisco about a year ago. While walking around drooling over all the eye candy (and there were many), I came upon II. It was like magnetic draw, pulling me closer to it with each breath. Although I had certainly seen many before, this sight just captured me, I was mesmerized. I couldn't pull away, just fixated on the beauty, the luxury and the flow of the leather and stitching, what a magnificent piece of art. The frame of this marvel was an elegant deep blue Lamborghini. I asked the young lady guarding the roped off beauty, if I could pass under the rope and get a closer look, maybe even caress the fine leather. To my great surprise she responded by stating "sure go ahead". I couldn't get under that rope quick enough to get an up-close look, feel and smell of the awesome red and black interior...wow, and wow again. I was thinking of how lucky someone would be to own this Lambo. After leaving the show I thought to myself, "how I could transform my Blue Angel to resemble that beauty".

Well, it came to fruition after visiting one of our clubs' sponsors... **Bascom Trim and Upholstery**. I spoke with Lucio, a very pleasant and knowledgeable young man. We talked about numerous options and after three or four visits, I did it, I pulled the trigger. Lucio suggested having Leather Seats of Oklahoma City laser cut the all leather components and ship them to Bascom so I agreed and we placed the order. It took a couple of months or more to complete the project but I am quite pleased with the results. The pictures at right are the before and after shots of the interior and I couldn't be happier. I would highly recommend Bascom Trim and Upholstery to anyone considering interior work.

Cliff Martin



Before
(stock interior)



After
(thanks to Bascom
Trim & Upholstery)



AND...as long as we're on the subject of Cliff's car...you should see what else he has done to customize his C7 Z06. Cliff has an affinity for exposed carbon fiber-some might call it an obsession. He has removed stock parts of his car that were painted carbon flash

metallic and replaced them with exposed carbon fiber. He still is not finished his obsession-still to come this winter is a whole new rear diffuser (bottom half of the entire rear of the car) in, you guessed it, exposed carbon fiber.



Ecstasy is the Best Word to Explain it

After losing the LS6 motor in our 2002 Z06 in May of 2014, we have been missing out on lots of Corvette road events, since our 1960 roadster does not go on long trips or in inclement weather. Fast forward 2 years to May of 2016 when the specs on the new 2017 Corvette Grand Sport were released. This is the car we had been waiting for to replace the Z06.

On May 25, 2016 we walked into **Tim Boone's** office at Boardwalk Chevrolet and spec'd out our new Grand Sport with Tim's help and placed the order. I had originally thought that the return of Admiral Blue with the white stripe would be perfect, then I thought about how much I have admired Torch Red and how cool it would look on the GS, especially with the Adrenaline Red dash, seats and door panels that were now available. Torch Red it is and that became our new Vette, complete with 7-speed manual transmission and satin black wheels with a red stripe.

We figured that the car would be manufactured and delivered in mid September and subsequently planned to take it on a road trip to Washington State with our friends **Richard and Nancy Shockley** in their C6 Z06. A little while to wait and anticipate all this fun. It became apparent in early September that this might not all happen as planned. Bowling Green was only making Grand Sports and Z06's with the 8-speed automatics and there was no firm date on when the 7-speed manual cars would be made. Tim called us to ask if we still wanted the 7-speed and also to let us know the satin black wheels were on back order. We said "No changes to our order, we will wait."

On September 8th Tim called and said the car was scheduled to be manufactured the week of September 26th. It was clear that it would not be here in time for the trip to Washington, so we nixed the Corvettes and decided to go in the Shockley's SUV. The trip was scheduled from October 12-21 and would include Crater Lake, Mt. St. Helens, the Evergreen Aviation Museum (Spruce Goose) near Salem, OR, a visit with our college roommate, Neil Lindsey, in Olympia, WA and then a leisurely drive home down the Oregon

Coast stopping 3 nights in Oregon and the last night in Bodega Bay, California.

On September 28th we got another call from Tim who said our car was built on Friday, September 23rd and would be shipping to California soon. I guess "soon" is a matter of degree as every time we checked we were told it was still awaiting railroad shipment. We took off on our road trip on October 12th and on Monday, October 17th on our way to Astoria, OR we got an email from Tim that "the car is delivered and at Boardwalk". Tim sent us two pictures of it and we were excited to say the least. I was a little concerned that maybe we overdid the amount of red on the car but the pictures said otherwise.

We returned home on that Friday and scheduled to pick up the GS on Tuesday, 10/25, which was 5 months to the day from when we ordered it. Several SCC members had mentioned to me that they would like to come to Boardwalk when we picked up the car to celebrate. **Bill and Sue Clark** arrived as we were signing the paperwork and we had our celebration in the front lot and took lots of pictures. Bill and Sue left as we went through the instruction that Tim gave us on the features on the car. After 2 hours of going over the features, Tim sent us on our way. Driving a beautiful new car in 101 rush hour traffic in the dark at 6:30pm with the "traction control OFF" was a little tense. I stopped off in Santa Clara to show the car to another college roommate, Bill Dinjian, and to take him to dinner where we were joined by Sandy, who had earlier headed off to dinner with some of the ladies from the club. We arrived home about 11 PM and slid the car into the garage. It is so COOL and we are so excited about being able to get back into the Corvette lifestyle. It is scheduled to get a clear vinyl wrap on 11/7 and we are ready to go agitate some asphalt with our SCC friends. Here's to the open road ahead!



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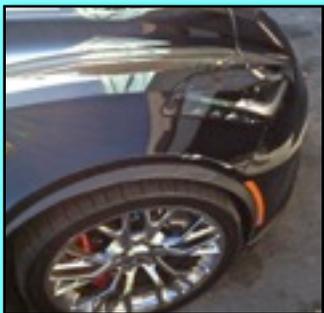
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What's New(s)?



Rick Riccardi led his RED-C group on a run to the coast for lunch at Zelda's on the beach in Capitola. It was a beautiful day-sunny, warm-and so the group drove north along the coast to the Highway 1 Brewery however it was closed. The group included: **Jack & Yolanda Atkinson; Ron Beck; Joe Castellano; Wayne Dorsey; Nick Feimer; David Jacobson; David Johnston; Rob Lezama; Cliff Martin; Collins Orton; Rick Riccardi; Roger Wiley.**



Rob Lezama got caught in a massive traffic jam on Highway 101 due to a burning, wrecked RV. The jam was so bad that everyone turned off their cars and got out to stretch. While he was out of his car someone on a motorcycle came a bit too close to Rob's right front fender leaving a deep gouge through to the fiberglass. Rob took his almost new Z06 to (SCC sponsor) Automotive Enterprise for repairs and was very pleased with the results.

Rob also just received his new personalized (retro style/colors) license plate so now it's easier to remember.



David Johnston and his friend (of over 50 years from college days) led a group of 8 wine lovers from Atlanta on a 6 day excursion of Napa and Sonoma wineries. A 15 passenger van was rented and the rear seat removed to accommodate luggage. They visited 3 wineries each day and dined at some very nice restaurants. The Atlanta region does have some wineries but nothing to compare with those in Napa and Sonoma. The group was suitably impressed with the area and the wine.



Keith Mendia: "Veteran's Day celebrations have come and gone and "ole #60" was honored to have two veterans ride along. November 11 it was our honor to be part of the San Jose Veterans Day Parade. SCC member, Pete Taylor, USAF, was riding shotgun with me for the event and pizza at House of Pizza afterwards with our group. November 12, was the Goodguys event at the Pleasanton Fairgrounds. A Veteran's Day celebration called Vets in Vettes had US Armed Forces veterans riding in our Corvettes at noon through the entire fairground complex. It was my honor to have Mary Schenck, U.S. Army, as my passenger (lots of blonde hair!) Thanks to both Pete and Mary for their service to our wonderful country!"



Keith, Sandy, Yogi and Sunny Mendia spent a relaxing week at Pismo Beach in preparation for the upcoming holiday rush! Perfect beach weather and great friends both old and new!



Mary Pozzi's image was a surprise find while paging through the Good Guys magazine that was handed out to participants in their goodie bag at the recent "Vettes for Vets" event. Apparently Mary likes Optima Red Top batteries.





Whose Corvette is That Anyway?

For the past twenty-four months I have been submitting articles to FCG with the intension of introducing some of our more long-standing members to the newbies.

This interesting idea, since I was new and didn't know much about the other members, would enable me to get to know them and to learn what kind of Corvette(s) they owned. Over time I have met some very nice folks while doing this column and, on some occasions, have discovered some pretty rare cars in the Corvette world. This month I'm going to reflect on the last two years.

When I first started this project I admit I was a little shaky on how I was going to put all of this together. After a couple of tries though I think I got the hang of it. After all, I did have a long career in law enforcement and I had interviewed numerous bad guys so it couldn't be that hard...wrong. I discovered that each and every member I talked with had a unique story to tell and was willing to share it with the rest of the club members. Most of the information was happy thoughts but there were some sad thoughts mixed in too. My enjoyment was discovering what types of Corvettes members owned or had owned in the past. I would then peruse the internet, my "Corvette Black Book" and other sources just to find out how rare that particular Corvette was that the club member owned. To date I found that Chuck Vivian's 2009, Cyber Gray, Z-06 was 1 of 50 made in his combination of 4,876 Z-06 coupes built that year. I think this makes it one of the rarest Corvette in our club.

I discovered that some of our members are military veterans, some are professional business people, some in the technical field, some civil service employees and others just ordinary folks. Some like to travel and have been to many locations around the world and some just enjoy cruising the USA. Each and every one of them have traveled a different path in life to get to where they are today. All are courteous, kind and helpful towards each new member joining our club. They all do have one thing in common though, a passion for the Corvette.

I was lucky enough to be invited to and attend a road trip a couple of years ago by two of our SCC family. All I had to do was just show up with a full tank of gas for the trip (and pay money). This was the first time I had met Jack and Yolanda, who had put the trip together. This was just another trip of a long list of trips

enjoyed by the club's "Road Trips". I like to call them the "Triple A" trip agents of our club. I hope they're not offended by this.

The trip down the coast was breathtaking and exciting. We could have driven straight to our destination but Jack had other plans for the group. The back roads and the stops we made were unbelievable and the scenery magnificent. Your driving skills were tested with almost every turn in the road. Once at our destination all you had to do was relax, if you could with all the activities going on. Jack and Yolanda had everything arranged for you, from where to eat to where to sleep. I can still taste the Dave Spellman Margaritas at the evening parties. It was a very pleasant weekend and I was hooked for my next trip with the club. I didn't even mind the rain getting the Corvette wet on the way home :-).

Well, unfortunately, the next trip did not happen for me. I started experiencing some medical problems that kept me from going with them. It wasn't that bad though. When the trips ended and all were back home I would speak with members who went on the trip. With the details they would give me and the pictures taken by Dave J and others, I felt like I was right there with them. The southwest with its spectacular desert views. The "Run to Mount Rushmore", logging mile after mile through several states and back. The Barrett-Jackson trip and the latest trip to "Oh-Canada". I had the enjoyment of visualizing each moment, through stories and photos, without doing any driving. Hopefully I can make the next one.

When I joined the club I saw some pretty fancy Corvettes. I asked around and without surprise I discovered the Jack was the person responsible for these beauties and was "the person to go to". When he was not busy (HA!) at his machine pumping out T-shirts and such, he becomes the Michelangelo of Corvette art. His eye for detail is perfection for any C-model Vette. And yes, I was "vinylized," along with several other members of SCC, by Jack. As part of my Vice Presidents job, I work closely with Jack and Yolanda. I'm telling you, I have never met a more pleasant couple anywhere. Santa Clara Corvettes is very lucky to have them as both club members and business associates.

Well, I have come to the end of a great journey. It was fun for me to look back on some of the SCC fun. This will be my last article in First Class Glass for a while. I hope you have enjoyed, what I thought would be interesting...learning about other members of the club. Thank you

Phil

Lowell Vivian provided a reminder to those SCC members who might be considering trading in their old Corvette...please consider notifying the club of your intentions so that a club member could have the opportunity to bid on it first. The seller might be offered a better price and the buyer could be assured of the car coming from a better home.





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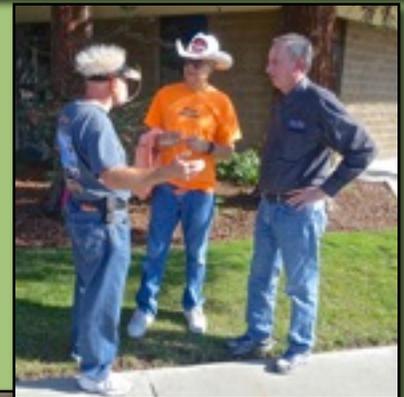
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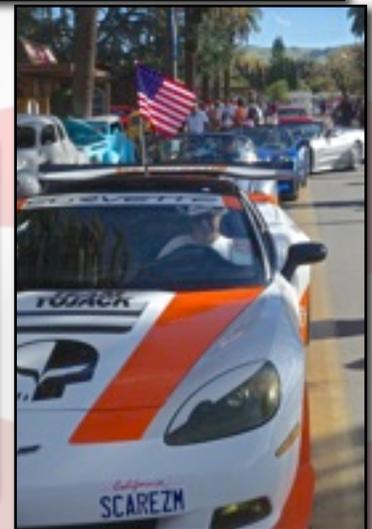
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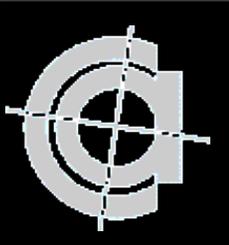


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Santa Clara Corvettes Auto-X Calendar for 2017 is taking shape. We are planning for five full weekends at the Cow Palace and Marina.

Tentative Auto-X Schedule for 2017:
(Subject to change)

1. April 1-2 at Cow Palace
2. April 29-30 at Marina
3. May 20-21 at Cow Palace
4. June 24-25 at Marina
5. August 26-27 at Cow Palace
6. Mid October, WSCC Convention, Las Vegas. (Date has not been set yet)

Parking for motorhomes will be available at the Cow Palace for \$25.00 per night. Overnight parking for motorhomes is anticipated at Marina as in the past. We are going to take a look at improving our registration process, streamlining the Auto-X results and examining some alternative Auto-X Racing formats. SCC will be forming a small committee to explore these options over this coming winter. If you would like to participate, please give me a call or send an e-mail. We need your help.

For those that are yearning for more Track Days, please add the following to your calendar for 2017.

1. Hooked on Corvettes at Thunderhill, Thursday, May 11. There will be a luncheon followed by a caravan from Maxwell to Thunderhill on Wednesday, May 10.

2. WSCC Track Day at Laguna Seca Monday, September 25 (following IMSA races) **Tentative**
3. WSCC Convention Track Day at Spring Mountain, Pahrump, Nevada, near Las Vegas. Date has not been set yet but we anticipate mid-October (during WSCC Convention)

SCC will host an Auto-X Training Program in the spring. This will feature several of our highly experienced Auto-X Army participants. We are very fortunate to have such highly experienced people within our club.

So, we have a very full schedule in the works for 2017. We hope many of our members will be ready to come out and see what your Corvette was really built for!



Collins



Dave Katz: Competition, Car Shows



Forty-eight SCC members enjoyed a beautiful day on November 5 to attend San Jose Classic Chevy Club's Toy & Food Drive Car Show at the Cathedral of Faith in San Jose. All the proceeds from this car show go to help the needy. I love classic cars.

Santa Clara Corvettes has been donating to Second Harvest Food Bank for 16 years and today was no exception. We donated \$1,390. Unfortunately, there was no matching donation this year but our donation will provide 2,780 meals. Donations from Santa Clara Corvettes have provided over 33,000 meals over the past 16 years. Thank you to everyone who has contributed. Second Harvest Food Bank is open to any of us who would like to volunteer their time helping or who would like to see how the food bank actually uses our donations to provide meals to the needy. According to Charity Navigator, The Second Harvest Food Bank of San Mateo and Santa Clara Counties was the highest-rated food bank.

Thirty-seven SCC members participated in San Jose's Veterans Day parade. I would like to thank Buzz Marston for once again coordinating Corvette participation in the parade. Thank you to all the veterans in SCC.

If you are receiving an award at the WSCC awards banquet in January but will not be able to attend, please let me know, and I will pick up your award for you.

Looking ahead to 2017, it looks like we will have the same four WSCC Type I car shows: A Legend on Display in Danville; Vette-O-Rama in Concord; our own Corvette Spectacular; and Vette Magic in Rancho Cordova. I would like to add Abel Chevrolet's car show as a club event. Detail Addict would be happy to put on a detailing session for us. I welcome your suggestions for other car shows that you feel members would enjoy.

I hope everyone has a wonderful holiday season. I hope 2017 is a great year for all of us.

Dave

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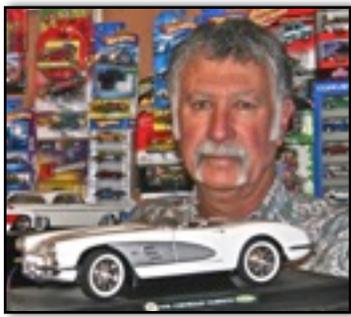
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Social Directors Keith Mendia & David Wilson



By the time this December issue of FCG goes to print, we will have completed all the Social Events for 2016. David and I thank all of you for supporting these events and we hope you had a good time and perhaps we did something a little different and scored some good memories.

We have a great opportunity to revisit the year coming up on Saturday, January 21, 2017, at the SCC Awards Banquet being held at Mariani's Inn and Restaurant, 2500 El Camino Real, Santa Clara. The party kicks off at 6pm with a no-host bar and our slide show highlighting all the fun things we did in 2016. If you came to anything in the year, you will find yourself in the show. At 6:30pm we will begin enjoying the delicious buffet dinner including Roast Prime Rib of Beef, Chicken Marsala, Baked Salmon, Caesar Salad, Chicken Artichoke Salad, Roasted Rosemary Garlic Potatoes, Saffron Basmati Rice, Seasonal Vegetables, Pasta Primavera and the Chef's Choice of Selected Cakes and Pastries. Sound good?

When we are all finished with dinner it will be time to start the Awards portion of our program highlighted by the Participation

It seems like the year just got started, but here we are staring down Christmas and the Awards Banquet. It's been such an honor and so much fun being one of your Social Directors this year. I can't wait to do it again.

This year's Spooktacular was a huge success. 40 of our members got the chance to dress up in their kookiest, spookiest, and wildest costumes. After some close voting, we are excited to report that Geno Brickey is an unparalleled pirate and Sue Clark is the classic cigarette girl. They took home the grand prizes while Tom Kalivoda came in a close second for men with a spot-on Colonel Sanders impression. I may never look at him the same way again! Special thanks to Keith & Sandy, Andy & Scarlett, Rick Riccardi, Ken Jacksteit, Mim Petersen, and my lovely wife Nicole. Without your help setting up, we could not have made this event happen.

Our final TGIT of the year was held at Pizz'a Chicago of Santa Clara. 48 members returned to crown them The Best Pizza in Silicon Valley. Here are a few details of our 10 month quest...

We tasted and tested a variety of pies from House of Pizza, Pizz'a Chicago, Cicero's, Jake's of Sunnyvale, Bogey's, High Five, Giovanni's, Pizza California, Tomato Thyme and Pizza Factory.

The highest attendance was Pizz'a Chicago in February with 59 participants. They also had the highest scores in all categories! Best Crust with an average score of 8.94, sauce 8.48, toppings 8.96, overall 8.98. With an overall average score of 35.40.

Awards going to the top 25% of our members as determined by the total points earned all year. This is followed by the Championship Series Awards for Car Show and Autocross. In addition, many members will be recognized for contributions made to the club during the year and also our sponsors. The Grand Awards will include Most Participating Man and Woman, Most Competitive Man and Woman, Rookie of the Year and CORVETTER OF THE YEAR.

This evening is the celebration of all the great times we have had together in 2016. The cost of all this fun is \$25/member or \$55/non-member. The club heavily subsidizes the price of the meal so that everyone who wants to participate can afford to do so. We encourage you to sign-up and pre-pay for this event as we have to have a final head count to the restaurant by January 13, 2017. This is our biggest Social event of the year and a grand celebration. We look forward to enjoying the evening with you.

Keith

Are you a crust person? Following Pizz'a Chicago was Pizza California (8.34) and Tomato Thyme (8.27).

Like getting sauced? The runner up was Bogey's (8.16) followed by High Five (7.73).

If toppings are your top concern, maybe check out Bogey's (8.78) and High Five (8.58).

For the big picture folks, how about the overall scores of Bogey's (8.44) and Tomato Thyme (8.31).

Overall Average scores for the runner ups were Bogey's (33.50) and Tomato Thyme (32.70).

While Pizz'a Chicago was the runaway winner, it appears Bogey's and Tomato Thyme are definitely worth a second look next time the pizza bug grabs you.

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



David

Rick's '65 Restomod

The Corvette Build-Drivetrain and Interior

In Rick's words: "I've been stockpiling parts since I bought the car in anticipation of the build. The drive train will be an all-aluminum LS6 motor out of a 2004 Z06 Corvette, and a Tremec TKO-600 close-ratio five speed manual transmission with a lightweight flywheel. In stock trim the motor put out 405 HP, and this motor has a bigger cam and some head work. It should put out 445 HP right now. The goal for the car is closer to 500 horsepower, and a vehicle weight in the sub 2800 pound range. The first step will be to get it running with the new drivetrain and ECM. Then the body and drive train will get mounted on a tube frame chassis that uses modern Corvette brakes, steering and suspension."



After selling off the old motor and transmission, I cleaned up the engine compartment and began fit-checking the motor. For the most part it's fairly straight forward, but the the A-arms are going to require some effort to work around. That won't be a problem with the eventual chassis, but it sure is with this one.



The new motor requires the engine control module (ECM). I ordered a complete wiring harness from Speartech, and had the ECM reprogrammed.



The new motor requires electronic gauges, and I wanted to modernize the dash. I bought a dash housing and worked on ideas.



I thought of making a custom panel to mount the gauges, but the original panel has a lot of style, and I wanted to use it. I'm planning to keep the interior mostly stock since Chevy really did a nice job on the Corvette design, but with some modern touches that will (hopefully) blend in nicely.



The old, and the new...



The fuel injected motor requires higher fuel pressure, so I got a new tank with built-in fuel pump from Rock Valley.



I also put in an aluminum radiator with an integrated electric fan, that will be controlled by the ECM.



Since I was replacing gauges, I figured I might as well go ahead and restore/update the entire dash and console. I took out the entire dash board, and will have the three main pieces recovered in high quality vinyl.

Continued on page 25...

Walk-About to Outback at Vette Magic

Saturday at the end of the car show at Vette Magic a few of us were thirsty and went to the hotel watering hole to talk and hang out. At 6pm we were summoned to the hotel lobby for dinner plans. Everyone had different ideas and restaurants they wanted to go to. Choices were Mexican food, Chinese food, local restaurant Brookfields, and Outback Steakhouse. I went to talk with the Marriott's shuttle driver to ask at what restaurants he could drop us and when I came back it was decided we were eating at Outback Steakhouse.

Well, after having had a few Colorado Kool-Aid's, I figured that it was best not to drive so as not to spend a night at Sacramento's not so fine downtown hotel. I went back out to talk to Marriott's shuttle driver, told him we'll be right back, and then went back inside to tell everyone to pile in the van.

We took too long and the driver left without us. Jerry and Shirley decided to drive. So Gary and Geneva, Dave Katz, Mim, Teri and Geno all got out our phones and Googled the route to Outback Steakhouse finding it was a short distance of 1.5 miles. Geneva and Mim said "let's walk". Gary and I looked at each other and said "how bad could it be" and followed Mim and Geneva out of the parking lot, down the street to new adventure in Rancho Cordova. As we were crossing the street Jerry and Shirley pull up and Teri told them we are walking there and to save a table. Our walk-about went over the freeway, across three exit lanes dodging cars and trucks to get to the sidewalk, walking against heavy traffic and Gary, Dave, Teri and Geno were slowing down and Mim and Geneva were speeding up and catching the lights green. They got so far ahead Gary called Geneva when they got out of sight. We were able to have some fun and a good conversation about a lot of off-the-wall topics: Corvettes specs for C5 versus C6 versus C7; best strategies to get Teri to buy a C6; and we laughed and



laughed until we thought we were lost for the last half mile and it was getting dark. Gary said "it was more like walking 2.2 miles uphill both ways and it was snowing". I hit the wall after the first mile without walking shoes and a Brookfields menu was looking much better to all of us.

Once we reached the Outback we were seated. Jerry and Shirley were just leaving and came by our table. They did not think we were coming because it took

so long they could not wait any longer for the adventurers' arrival at the Outback (they were right to order, we did not think it would take that long either). Believe me it felt like we did an Aussie walk-about down under-pass and over street after another street.

Our first priority was not what to order from the menu but how were we going to get back to the hotel without walking back. We



considered calling a cab and attempt to fit all six of us in a Prius, but for some reason it was vetoed. I called Marriot's and talked with the shuttle driver who got off at 9pm and pleaded our case to pick us up. He agreed and we all felt a big relief that we had a ride back.

We enjoyed a good meal, great conversation and joked around until the shuttle showed up. Then we cheered, and tipped him graciously upon safe arrival.

It was an adventure we lived to tell about and had some fun doing it.

Geno Brickey

The "Ladies Night Out" at Tao Tao was a very popular success due, in large part, to a very special visitor from Canada, Caroline Whitham. More than 25 ladies came to welcome and enjoy Victoria Barnes' mom. Caroline said it's very difficult to find good Chinese food in the middle of nowhere in Canada! As usual, a good time and great food were enjoyed by all!



Santa Clara Corvettes - First Class Glass

Rick's '65 Restomod



It looks like this after removing everything. I seriously considered replacing every harness in the car, but everything worked well to start. I hope this doesn't come back to bite me in the ass later.



You can see where the interior was originally red. I'm not a big fan of red interiors. I thought of going with a light grey, but black is SO much easier to match everything.



Perhaps the four most dangerous words when working on old cars-"while I'm in there". I'm going to strip out all of the old carpeting and jute, and put in Dynamat, plus Dynaliner, and new carpeting.



The interior tub cleaned up nicely. It's almost all fiberglass, so rust wasn't a problem. The brown you see here is simply adhesive residue that needs to be scraped off.



A few weeks and \$600 worth of sound deadener later, the car looked like it was made from aluminum foil.



I kept wanting to wear an aluminum foil hat with antenna while I was doing the Dynamat.



The sound deadening added close to 50 pounds. This is one of the few areas where I'm OK with adding weight. The others will be power windows, and air conditioning eventually.



Installing a carpet is ALL about patience. Measure 3 times before you cut, use as little contact adhesive as possible, and be REALLY careful about where you're spraying the adhesive.



I temporarily reinstalled the seats, they're in decent shape, but there's no side bolstering and their just not very comfortable to me. The Corvette seats will be replaced by seats out of a Pontiac Fiero that I've found within a few weeks.

Everything looks great with fresh carpeting, and all hardware and related pieces cleaned and painted. I still wonder if a light grey interior would give the car more "pop".

Continued on page 27...



WSCC Year-End 2016 Competition Series Winners

Car Show - First Place

Stock	05-13	David & Debbie Hutchings
Custom	05-13	Ron & Carol Beck
Modified	14-Present	Wayne Dorsey
Competition		John & Barbara Warner

Park & Show - First Place

53-67	Dan & Tish Niehans
84-96	Gil Garcia

AutoCross - First Place

B2	Jim Barnes	F1	Chuck Vivian
G	Jerry Banks	F2	Doug Johnson
GW	Lois Banks	C1	Pete Dyer
H1	Stuart Calhoon	D1	Nick Feimer
D2	Rick Bronner	E1	Mary Pozzi

Steve Bolaris conceived this item for First Class Glass: he will take a photo of a sticker on a car, a car-related pattern on a shirt/blouse, a license plate frame-something relatively insignificant belonging to an SCC member and then that photo will be published in the newsletter for members to identify the item. The idea is to make members more observant leading up to the Rallye next year where all participants will need to be observant to win. Here is the first item...



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Will with his C5 Convertible Z51



Will Kouvaris – President

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Santa Clara Corvettes Member



Rick's '65 Restomod



Remove, clean endlessly, repaint, polish, repeat. The restoration part of a "restomod" is actually kind of relaxing. It's all of the modifications that make it tough. Every solution seems to create two new problems.



The parts came out looking really nice.

Even the vents and the vent door behind the vent get painted.

I finally got the dash pads back from being recovered. That allowed me to have the dash center section covered in matching vinyl.



That allowed me to finally start putting the dash back in, and have it looking more like a car again.

Fit-checking things as I go...



After hours, and hours, of measuring and fit-checking, I welded up some simple mounting tabs and installed the Pontiac Fiero seats. They're WAY more comfortable, and much more bolstered than the stock seats-it's amazing. I'll get them recovered, and may cut down the head rests so they can recline further, like the stock seats do.



I found a stereo that I really liked. It looks totally stock, but is IPOD compatible, with the connection at the back so it doesn't show.

Rick's '65 Restomod



I really like the look of the new pedals too.



In order to mount the drive-by-wire pedal and sending unit I had to have a mounting plate fabricated. Since most of the Corvette's firewall is fiberglass, there's not many places to attach to. I drew up a sketch and had a friend fab up this panel.



In order to give myself some clearance for the power steering, I went ahead and canned the stock upper control arms and installed a system of adjustable upper arms and taller ball joints that allows for positive camber in turns and really improves the handling. It's from Savitske Customs, the same system I used on both Chevelles, and love.



I'm playing around with the idea of moving the exhaust outlets slightly to modernize the look of the back, without getting too radical.

Rick claims what started it all: "In the spring of '09, a coworker told me I needed another car. Since I already had four, I thought he was joking. Then he mentioned that he had a '65 Corvette that he needed to sell. That Saturday I looked at it, and he made me an offer I couldn't refuse. I had always wanted to do a light weight Cobra replica, using the latest in technology and realized this was an even better opportunity."

Rick Piras

Gary and Mary Ann Kono celebrated Thanksgiving with all of their immediate family members. It's getting crowded in their dining room with their 4 kids, their spouses, and 10 grandchildren. That brings their total to 20 at a full family reunion.



Rick Riccardi and his RED-C+ group of 10 Corvetters in 7 Corvettes made a run through the Santa Cruz Mountains, along the coast beaches to have lunch at the Moss Beach Distillery-an authentic, on the coast, bootlegger restaurant. Great day, weather, and traffic-expertly led by Jake and Cyndy.



Just to keep the ball rolling and to scratch another item off of my bucket list, I flew to Washington DC where I met a friend and we toured DC hitting all of the important sights. One of the highlights was a personal tour of the Capital arranged through congressman Hudson (R-NC). If you ever get the chance, visit the Smithsonian air and space museum out next to Dulles airport. The space shuttle Discovery, the Concord and the Enola Gay are on display along with many other other historical aircraft. There were too many highlights to list here. I guess I will have to make another trip.



Race Street Rally

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Max Krewson has completely restored and rebuilt two Mid-Year cars and engines for SCC member Chuck Cry who is totally pleased with the results. "Max is trustworthy, knowledgeable and always has time for his customers."

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SCC Calendar of Events

DECEMBER 2016

4	Annual Holiday Gift Exchange	12:00
7	General Meeting	7:00
25	Christmas	
31	New Year's Eve	

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	31

JANUARY 2017

1	New Year's Day	
4	General Meeting	7:00
14	WSCC Awards Banquet	5:00
16	Martin Luther King's Birthday	
21	SCC Annual Awards Banquet	6:00

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	31				

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



DECEMBER



+



3 - Sue Clark	16 - Frank DiPaola
3 - Rod Cornell	16 - David Plumb
5 - Carol Beck	17 - Ken Jacksteit
5 - Mary Pozzi	17 - Lee Kibbler
9 - Jacky Tran	20 - Dwight Martin
14 - David Jacobson	22 - Geneva Leighton
14 - Cyndy Jacobson	24 - Jerry Svindal
14 - Ralph Kauffman	27 - Ron Minearo
14 - Catherine Steffen	31 - John Warner

2000 - Steve Wells
2006 - Bill Zimmerman
2007 - Judy Ventimiglia
2008 - Jack & Yolanda Atkinson
2012 - Dave Katz
2013 - Ralph Kauffman
2014 - Dave & Nancy Spellman
2014 - Tim & Sue Kennedy
2015 - Mary Pozzi
2015 - Joe Castellano

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TGIT @ Pizz'a Chicago



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

