

First Class Glass



January 2016 Volume 41 Number 1
the official newsletter of Santa Clara Corvettes





Stuart Calhoon From The Driver's Seat

This is my first missive as your new President. I am honored to take on this role, and I look forward to an exciting year of Corvette activities.

My predecessors have set a pretty high bar. I especially want to thank Keith Mendia for his excellent job as President the past two years. I think we'd all agree that Keith did a great job herding the cats of SCC.

I joined SCC in March of 2009, along with my wife Liz, so I'm a still a youngster in the club. After I retired from Lockheed, I took a Board position in 2013 as the Motorsports Director, where I remained for 3 years. I was thinking of taking a break, but no rest for the weary, as they say, so here I am.

You have elected a good Board for 2016. Several Directors are repeating in their positions, while new ones include **Shirley Martin as Treasurer, Keith Mendia and David Wilson as Social Directors, and Collins Orton at Motorsports.** We had our Hand-off Board meeting before Christmas and will soon be publishing our 2016 goals.

One of my first duties as President is to fill the Appointed Positions of the club. I am happy to report that several people are

staying over from last year, and the following members will be new to their positions:

WSCC Representative: Jerry Banks

Goodwill Ambassador: Rob Lezama

Hospitality Chair: TBD

Club Wear Chair: Reesa Lawton

Spectacular Chairmen: Jerry Banks and Alan Templeton

The full list of Board members and Appointed Positions, with contact information, is located near the back of every newsletter. Our job is to serve this club, so please contact us with concerns, ideas, or questions. I am confident that this very talented team of Board and Appointed Members will effectively lead us through 2016.

Personally, my goal is to maintain the tradition of making Santa Clara Corvettes a great place for members to get together, find friends, and drive their Corvettes. We will present a wide variety of activities that will provide you with many opportunities to do just that.

Stuart

Cover Car

Owners: Cliff and Shirley Martin

My beauty is a 2015 Corvette Z06, Laguna Blue tintcoat coupe, dark gray 1LT interior, Z06 chromed aluminum wheels, performance data and video recorder w/ navigation, 7 speed manual transmission, supercharged with massive power. When I purchased this Sweet Blue Beauty it was somewhat bare-bones, other than the 650 ponies under the hood. I was extremely pleased with the quick response when stepping on the throttle. I came to really appreciate the overwhelming power when I went to Thunderhill....it was exhilarating to say the least...WOW!

I wanted to purchase a C7 Z06 but none were available so, not wanting to wait, I ordered a 2015 Corvette Stingray of the same color. One month after placing the order I went into Momentum Chevrolet to check on the delivery date and, to my great pleasure, found that they had a 2015 Laguna Blue Z06 coupe in the showroom and IT WAS NOT SOLD! The individual who had

ordered it could not qualify for the loan so I immediately jumped on it, telling the sales person to write it up. I drove it home that afternoon!

Shirley is happy when I am happy and she knows I am happy when I am doing anything having to do with the Corvette.

Since taking delivery I have added the following Carbon Fiber components: new roof panel; replaced hood vent and side vents; front splitter; side skirts. Additionally, I have had the front and sides clear-wrapped, installed a trickle charger and had our sponsor, Bascom Upholstery, rewrap my steering wheel with a brilliant red and black leather with red stitching. I am now looking forward to what the new year will bring...

Cliff

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Keith

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Welcome! Gary Kono Membership Director

Hi Everyone,

Merry Christmas and a Happy New Year. Did Santa bring you something for your Corvette, maybe even a new Corvette? Hope to see all of you and your Corvettes in 2016 at one of our many events. There is something for all of our members to participate in regardless of your interests.

We have two new members, please welcome:

Joe Castellano who has a 2006 coupe.

Mary Pozzi who has a 2004 silver Z06.

After processing the renewals that were turned in, we are starting the year off with 110 memberships and 177 members. Last year we ended up the year with 153 memberships and 243 members.

Gary



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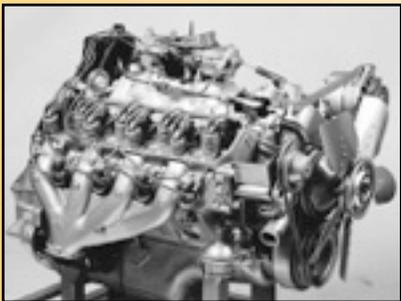




Keith Mendia: Historian

Zora has a little secret to tell you as he looks into his "Rear View Mirror" and remembers the very first 1963 Stingray Z06 Corvettes that were made in St. Louis, MO. Since most of you know that the first "big block" motors were offered as an option in the 1965 Corvettes and these were called "Mark IV" 396 cubic inch motors, I bet you didn't know that the first "big block" motors that GM installed in the Corvette was done way earlier in 1962.

Zora was always looking to get more horsepower for the Corvette. In 1958 GM had the 348 cu in "W" engine that was rated at 315 HP but determined to be too heavy for the Corvette. This engine later produced 425 hp by 1961 but the weight still was the issue. The first 1963 model Stingrays came off the production line in October 1962 and GM contracted with Mickey Thompson to receive the first four of the special Z06's complete with large gas tanks, better brakes and lighter bodies (still retaining the new split-window feature). GM had their secret "Mystery Motor" scheduled to be installed in the 1963 Impala NASCAR stock car racers which would debut at the 1963 Daytona 500 on February 24th. This Mark II Mystery Motor was the now legendary 427 but was unknown to anyone at the time. It was designed to fit in the 1963 Stingray with almost no modifications to the car. The Daytona Speed Month had their American Challenge Cup for GT Sports Cars on the tri-oval on February 16th. Mickey Thompson, his company and Smokey Yunick had teamed together to bring these Z06 Corvettes with their monster motors and overwhelm the competition.



The cars qualified first and second and the race began. Like any new breed of race car they had some serious teething problems including very poor handling, extreme heat in the cockpit and it rained quite a bit and the water got into the driving compartment and became steam so the drivers had no visibility. Junior Johnson was scheduled to drive the #3 Z06 but said it was so evil handling that he refused to drive it and handed it over to Billy Krause who had been hired away from Carroll Shelby. The driver of the other Z06 #4 was Rex White who later pitted and said he could not see because of all the steam in the cockpit handed the car over to Mickey Thompson who took over but the car's rear suspension broke on his first lap out and was retired.



Mickey Thompson's personal car



Mickey Thompson's personal car

So, when you are confronted with your next Corvette trivia challenge and the question arises about the first "big blocks" offered in the Corvette, the answer is still 1965, but you now know about the first ones that GM used in their race program. By the way, right after the 1963 Daytona 500, GM along with Ford and Chrysler signed a ban on factory supported racing. Almost all of the twenty Mystery Motor 427's were destroyed by GM. One does remain and was reunited in the original Mickey Thompson #3 1963 Z06 Stingray discussed above and is a frequent visitor at the Rolex Monterey Motorsport Reunion held at Laguna Seca in August. I hope you get a chance to see this very special Corvette in person and can appreciate its amazing history.

Keith



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Whose Corvette is that Anyway?

New members of our growing club can't get to know everybody right away. Through this monthly column I plan to introduce some of our members and have them share their cars, hobbies and other information we might be interested to know.



I'm starting off the New Year with two members who have been with the club since 2001. They are

Cyndy and Dave Jacobson (who incidentally also have the same birthday as each other and the build date for their '99- Dec 14th). To date (together) they have owned five Corvettes.

Dave was born and raised in Sioux City, IA. He attended Riverside High School where he played four years of football. In his senior year he played offense and defense and still holds the school record for the most tackles for one season. There were several colleges looking to recruit him but after a knee injury and surgery the dream ended. When he wasn't playing football Dave enjoyed performing in school plays and was on the debating team. He graduated in 1969.



From 1965 to 1972 Dave was a volunteer Scuba Diver for the Woodberry County (IA) Sheriff's Department that helped the Army Corps of Engineers look for drowning victims in the Missouri River and surrounding lakes. In 1966 he started working in the newspaper field at the Sioux City Journal until he moved to Minneapolis in 1973. In 1988 Dave moved again, this time to San Jose, where he started working for the San Jose Mercury News until he retired some 38 years later in 2005. Dave wasn't done working though, he started a detail business that kept him busy for awhile.

Cyndy is a native Californian, born and raised in San Jose. She graduated from Del Mar High School and has briefly lived in Seattle and Minneapolis before returning to the Bay Area. Cyndy worked in the electronics field for ten years before going to the San Jose Mercury News in the 80's to work with her father. She spent 23 years at the "Merc" before retiring in 2010.



As if work wasn't enough, she got together with our own Cheryl Klynn in 2005. They started making baby blankets for a local church. After Cyndy retired she started the "Knittin' Kittens" and they invited a

few other SCC ladies to join. They have been making hats, scarfs, slippers and blankets that they donate to local homeless centers and also overseas. They are now 14 ladies strong. Cyndy is a survivor of cancer, not once but twice.

Both Cyndy and Dave have been married once before. Dave has two sons from his previous marriage, Chris (41) and Ryan (39). They both work in the newspaper business following in their Dad's footsteps. Cyndy has no children from her previous marriage but shares the two grandsons, Spencer(13) and Bradley (11). Speaking of marriage, both Cyndy and Dave worked at "The Merc." when they first met. Both were married at the time, but had something in common, they both were born on December 14th. Years later in July 1988, both having divorced, Cyndy asked Dave out on their first date. Six and a half years later they decided to get married on Cyndy's 50th Birthday in Las Vegas with family and friends attending. Cyndy says she had the best 50th birthday ever, "She was queen for a day."

They both like to travel. Dave has taken 13 cruises and Cyndy 5. Dave has been to 7 Super Bowls. Together they have been to New Orleans and Hawaii. Dave's hobby is car detailing while Cyndy likes knitting, holiday crafts and interior car detailing- no wonder they win so many car show awards. They like car shows, fun runs, overnight runs, TGIF's, (tried) drag racing and (tried) auto cross. They enjoyed driving their 1999 Corvette in a caravan back to Bowling Green in 2003. They also drove the Black Hills Run in July of 2013, put on by the Sioux Falls Corvette Club. They even won 2nd place out in a group of at least 100 C-5's .

Members of Santa Clara Corvette since 2001, they have participated in numerous car shows and events. David was the Car Show Director for 2004. Cyndy and Dave even helped move Corvette Spectacular from Peggy Sue's in San Jose to Los Altos. They have accumulated a multitude of awards for their cars to include 40-First Place; 4-WSCC; 5-Best Interior; 3-Best Engine; 1-Best Tires/Wheels; 1-Best Paint and a Best-of-Show. Between the two of them they have owned five Corvettes. Dave's are numbers 1-4 and Cyndy's is number 5.

1. 1977 (C-3) "Classic White" (RPO-10) with a red interior (RPO-722) coupe. It came with the 350ci/210HP (RPO-L82) four-barrel carb and an automatic trans. It also had the Gymkhana Suspension (RPO-FE7). It was one of 6,148 (combination) made out of 49,213 total Vettes
2. 1963 (C-2) "Riverside Red" (923) with a red interior (no RPO) Stingray Split-Window coupe. It came with the 327ci/300hp (RPO-L75) four-barrel and an automatic trans. It also came with P/S, P/B & "Wonderbar" radio. It was one of 2,621(combination) made out of 10,594 coupes of 21,513 total Vettes made that year.



Continued on page 21...

Santa Clara Corvettes Q4 1975

Good Times! by Geno Brickey



I'm sitting here a few days after the Halloween Party and listening to the rain. What? Rain? I think back to October, November, and December 1975 to what we crazy Corvetters were doing in the rain then.

At the October 1975 business meeting, President **Tom Saunders** brought the meeting to order at Round Table Pizza in Mtn. View at 8:05pm. A lot happened that night. We voted to accept the logo design of black jackets with a 10" logo on back and yellow on name tags. We also voted on the constitution changes:

- 1.) Initiation dues are per car not person
- 2.) Registered owner \$15.00 per quarter and a reduced rate of \$5.00 per quarter for spouse or friend. (all rights and privileges included)
- 3.) WSCC membership to become part of Santa Clara Corvettes' membership

A Constitution Committee was formed to meet and incorporate the changes discussed. We also were discussing where we were going to move our business meeting to because we had outgrown our current location (sound familiar?).

Members attended various activities such as: Pismo Beach Party; autocross in Milpitas; Fremont Funny Car Nationals; Formula 5000 races at Laguna Seca; Type 1 Autocross at Cow



11/3/75 Constitution Meeting



Pacifica Lodge, Tahoe

Palace. Eleven members trekked to Lake Tahoe to stay at Pacifica Lodge's huge separate cabin. There was a lot of BS'ing and practical joking. We split up for dinner and gambling but met back at Harvey's Top of the Wheel for 12" Scorpions. Some went to Paul Revere and the Raiders earlier but we all went to see Jimmy Walker/ Blood Sweat and Tears at midnight. We each tipped the maître d' and he took us to the front center table! We were all looking at each other, wondering, do we sit down? This must be a mistake. At 2:30am we staggered back to the cabin to find beds short-sheeted and shaving crème surprises or objects under the bottom sheet. Guys were having a pillow fight until everyone said: "Enough, we need sleep". 8:00am came quickly and we grabbed breakfast at the lodge before the run to the WSCC high-speed autocross at Stead



Donner Pass-Hwy 80

Facility. It was raining en route to Reno, sun out for the autocross and we decided to try and beat the snowstorm home. Over Donner Pass some guys did some slipping and sliding but fortunately, I did not share their excitement created by the rain and snow but did feel the 50mph wind gusts. I got great gas mileage from the tailwind home. What a good time!

We had a softball game against the Mustang Club in Mitchell Park in Palo Alto. We were down 12-3 in the sixth inning. All seemed doomed, but to spark the top of the seventh inning, a home run by **Tom Saunders**, a few singles, doubles accompanied by some errors and we almost overcame the odds but we came up short, 17-15. If we had two more innings we would have beaten them. Hey! We want a rematch.

November activities were a little lighter starting with the Pismo Beach party. "The Winner" newsletter came out with a new format that is still used. In preparation for the NC-SCC autocross we had a SCC Tech Session held at the **Germescheid's** house. I installed an electronic ignition, **Tom Saunders** installed a new intake manifold (painted and baked at 400 degrees in Rosie's oven), carburetor, and valve covers and **Ken Cooper** got his carburetor tweaked. Others came and pitched in. Jeff actually worked on his "white rat," installing



8/10/75 Tech Session

rear wheel bearings. Everyone was home by 9:30pm. We also had a Corvette swap meet (individual members displaying parts in the Speed Merchant parking lot and our Social event was our first progressive dinner. Lots of appetizers and sangria punch starting at the Brickey's Mtn. View townhouse. Next the caravan to Germescheid's house to make your own exotic salads, then off to the **Arellano's** rec hall in San Jose for the main courses (we also brought leftovers from the first two stops, but it was hard to bring the punch without spilling).



**Progressive Dinner-
love those pants!**

Continued on page 11...

Santa Clara Corvettes Q4 1975 - Good Times!

Off to **Kathy Hodson's** house in Santa Clara for desert and more fun, but leaving San Jose our leader got turned around. So what does he do when he sees a policeman, that's right, asks for directions. I am thinking...do not look behind the seat. He stuck his head out of his window seeing the Corvettes in tow and surprisingly said: "Follow me"...so we got a police escort out of the neighborhood. Arriving at Kathy's house we enjoyed the ice cream cakes and desert drinks. Overall, the experience is the same now-enjoying good friends and talking about Corvettes.

At the November meeting we picked Fontanneti's Athletic (still in business in San Jose) to be our jacket/logo supplier and we had to send members there to order. We picked the membership drive business sized cards and flyers (see below) to put on Corvette windshields and door handles, we also agreed to place an ad in the San Jose Mercury News with the SCC Membership Director's phone number and info about our meeting location and time.

The membership drive was on, so if you bring in a new member you get a quarter year's dues credit. We took nominations for the Board positions and Tom Saunders announced we would have a separate special meeting for elections next month.

At the December business meeting there were a more approvals sought: ordering SCC license plate holders for \$1.75 minimum order of 50 pairs; planning to move business meetings to our new sponsor Raines Chevrolet in a few months; suggestions of how we can reduce the cost of the newsletter; SCC members will join WSCC in January as part of membership dues; sponsoring an WSCC Type I event; and having our first TGIF in January at The Plank House where the theme was "We'll have a nice evening of just BS'ing (we were good at that)".

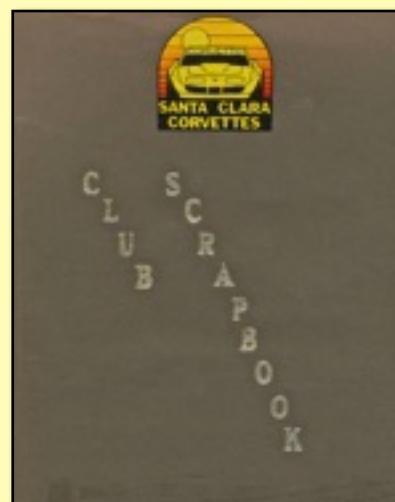
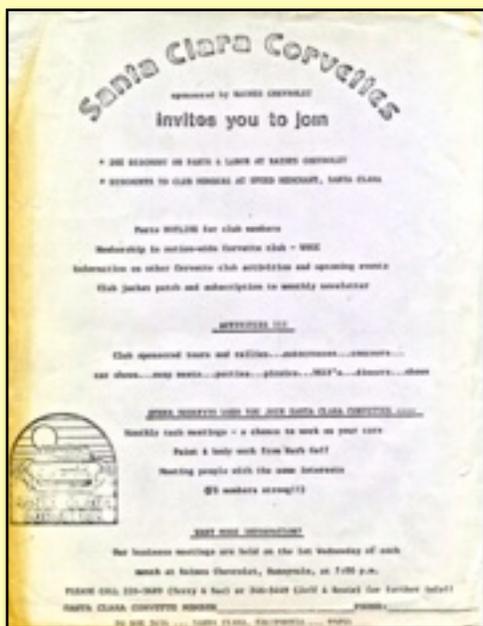
The big Social event was the Christmas Year-End party at the Flying Lady in Morgan Hill. We were able to go early and have a special guided tour of the two museums of antique cars, planes, buses and horse-drawn vehicles. It was a very cool place and we ate until we almost burst. The food was soooo very good. It was indescribably a great time.

So, to sum up Santa Clara Corvettes at the end of 1975, I have to say it was incredible that we put so many things in place that still exist today: the Constitution (essentially the same as today); established board committees (except no Car Show then); budgets; incorporation; rules of conduct for meetings; events; caravans; and street racing; the logo; jacket type and colors; a newsletter that was mailed within 5-7 days of the business meeting so everyone could know what was happening if they were not at the meetings; established sponsors with discounts on parts and labor; social events for all members including racers; club attendance to race events supporting members; a year-end membership drive that even surprised us as to how many guests we had; joining WSCC and being recognized by all other clubs; established Tech Sessions so members who had little money or mechanical knowledge allowed mechanically-handly members work on their cars once a month; "Let's go there Fun Runs"; a year end holiday party; and fund raising for charity.

Someone asked me, "Why did you work so hard to do all this?" For me, it was the leadership of Tom Saunders making us all believe in his dream of making a better car club. He wanted more from people, more interaction, more competition that challenged us to do more, to help others and to be involved with the community, charities, car shows, autocross and track racing instead of street racing. It was also a love of Corvettes that brought good people together for good times and good competition. We really cared about and helped each other. I could see it then and I can see it now. God Bless all Santa Clara Corvette members.



Geno



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SCC Annual Christmas Gift Exchange/Theft Party



A Truly Amazing "Find"

In the fall of 1966, 30-year-old Don McNamara of Colorado Springs, Colorado, celebrated his discharge from the United States Marine Corps with a trip to Las Vegas. It was the one and only time he would visit Sin City, and it proved fortuitous when Lady Luck intervened and a slot machine Don was playing paid out the massive sum of \$5,000. By the time he returned to his parents' home where he lived, he knew what he would do with his winnings. He asked his father, a car salesman, to take the money and buy a new Corvette.



At first glance, Don's dream car appeared to be just out of reach; the features he specified pushed the price tag more than \$500 past the \$5,000 mark, but his father's persistence paid off when he found a dealership in Lamar, Colorado, about 125 miles away, that agreed to sell a 427 coupe for under \$5,000. Built on May 10, 1967, and delivered to McNamara on May 20 by Ray Motor Co. in Lamar, the Corvette coupe was exactly as Don had ordered, with the L36 427/390 HP engine, M20 4-speed manual transmission and 3.36 Positraction rear end, tinted glass, telescopic steering wheel, AM/FM radio, side exhaust and bolt-on aluminum wheels. Don's innate patriotism influenced his choice of colors: Ermine White paint, Red Stinger stripe and Red interior - a matchup he completed by replacing the factory Black wall rubber with a set of double White-and-Blue stripe tires.



Don drove his new Corvette only sparingly for the first several months, until it inexplicably disappeared. When asked of its whereabouts, he would always answer that he no longer owned it. And yet, rumors that it was parked in his heated single-car garage persisted for years afterward, even after Don McNamara passed away in July of 2011. Only then was the truth revealed: the Corvette had been there the entire time, a full 45 years, discovered by the neighboring couple McNamara had befriended in his later years and to whom he had willed his entire estate.

Recorded interviews with the couple uncovered the story not only of the Corvette but of its enigmatic owner as well. Don McNamara was a unique man, one who loved his country and surrounded himself with its symbols of freedom and individuality while maintaining an intensely private life. He never married or had a family, never had a checking account or a credit card and always presented himself as barely getting by. He had decided to put the Corvette under wraps when after the first year the time came to pay license and insurance renewal fees, and began driving it only late at night, away from prying eyes and ever



faithful to the pursuit of happiness. When the Corvette's odometer approached the 3,000-mile mark in the mid-Eighties, he retired it from the road for the rest of his life.

When the Corvette was removed from the garage

in 2012, the late McNamara's next-door neighbor of 22 years saw it for the very first time. It had been discovered wrapped in a car cover, over which was draped a shipping blanket decorated with large Stars and Stripes and Marine Corps flags. It was in a virtually flawless state of preservation, entirely original except for a few personal touches under the hood comprising polished Edelbrock aluminum valve covers and four Corvette emblems mounted on the air cleaner. McNamara's Team USA Olympic jacket was draped over the back of the passenger seat, another reminder of his love of country.



The Don McNamara Corvette coupe was purchased from the executors of the estate in 2012 by Dr. Mark Davis, who arranged for it to be unveiled and displayed in the entrance to the Bloomington Gold Great

Hall in June of that year. At that time, as now, its odometer showed 2,996 miles. Until its unveiling there, it had been seen by only 12 people. It had only ever been driven by Don McNamara. Only two other people were ever known to have sat in the driver's seat, and no one had ever occupied the passenger seat. It had never seen the rain or been washed with water and since its discovery had never been cleaned, sat in or touched.



The car instantly caused a sensation in the Corvette community. Numerous high profile Corvette experts including John Rettick have thoroughly documented the car with over 4,000 detail photographs, which along with the car itself serve as in-depth educational resources for Corvette restorers.

Continued on page 28...

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This credit union is federally insured by the National Credit Union Administration.



Collins Orton: Competition, Motorsports

Happy New Year to all.

This is a new position for me and I look forward to the challenge. **Stuart Calhoon** has set the bar very high. We have **five weekend autocross events planned**, check the calendar

on our website. We are still at the mercy of the FAA approving Marina Motorsports use of the facilities at the Marina Airport.

Some of the things that we have on the radar include the Annual Trailer Cleanup Day. This will be done at the home of **Mim and Chris Petersen**. The date will be in March or April to be announced soon. We will continue to investigate other facilities that could handle our autocross events. We will hold a couple of workshops this year, to help club members with getting their cars and themselves prepared for a day at the autocross course. It is fun and should be on your list of things to do before you can't. This is an activity that does not require huge expense. Finally we plan to enhance our outreach to other clubs to participate in the autocross events.

This year we will setup a Track Day group. A schedule of three events will be set. **Thunderhill, Laguna Seca, Sonoma Raceway and Buttonwillow** are all good tracks that we can use. Again, stock cars are welcome, instruction will be available and you will find this a very friendly experience.

I look forward to seeing more of our members at the events this year. Thanks for your support.

Collins

Important News on Helmets for 2016

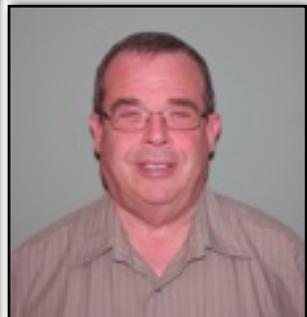
At a recent national meeting of Hooked on Driving Region Owners it was agreed to move forward with the following policy regarding SA (Snell Foundation, Automotive) helmet ratings:

SA2005 helmets will be allowed during the 2016 season and will need to be replaced by 1/1/2017 for HOD participation

SA 2010 helmets will be allowed at HOD through the 2020 season

We encourage everyone to care for your helmet, keeping it clean and protected from UV rays. If at any time your helmet is dropped hard or damaged in any way, replace it!

Lastly, there are currently highly reduced prices on SA2010 helmets at Wine Country Motorsports. These helmets will have a minimum of 5 years of usefulness with HOD.



Dave Katz: Competition, Car Shows

Happy New Year Everyone:

Let's start off the new year by celebrating our successes in 2015. We have 35 members receiving awards for Car Show at the **WSCC Awards Banquet on January 16** and 50 members receiving awards

for Car Show at the **SCC Awards Banquet on January 23. Great job everyone!** If you can't make it to the WSCC Awards Banquet, please let me know so I can accept your award for you. If you see another club member on a regular basis or live close to another member, you can have him deliver the award to you as another option. I am hoping we have a good turnout. **Santa Clara and DVC finished in a tie for the Most Competitive Car Show Club.**

We are looking at the same four Type I car shows for 2016: **A Legend on Display in Danville; Vette-O-Rama in Concord; our own Corvette Spectacular; and Vette Magic in Rancho Cordova.**

Phil Moser is working on a special event with the **Santa Clara Police Department to benefit Special Olympics.** This would

be a Type V event but should be fun and go toward a good cause.

You do receive Participation Points for a Type V show but no Competition Points.

The Just For Corvettes car club has a Type V show scheduled for April 2 at Hooters in Sacramento.

There is a **Concours d'Elegance show scheduled at the Alameda Naval Air Station in June.** Corvettes and Ferraris will be the marquee cars. We are waiting for further information on this show.

We are also working on scheduling a detailing seminar and hoping to put in some changes from our 2015 seminar to make sure we keep it interesting.

I am looking forward to a very successful 2016 Car Show season. If you are aware of any car shows that you feel may be of interest to SCC members, please let me know so I can add them to the event calendar.

Dave

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Readers: Please let me know about the first time you drove 100mph (or faster), which car were you driving, how old were you, who was with you and on which road were you were driving. Please send input to davidjohnston101@comcast.net

Continued from page 9...



2.1963 (C-2) "Riverside Red" (923) with a red interior (No RPO) Stingray Split-Window Coupe. It came with the 327ci/300hp (RPO-L75) four-barrel and an automatic

trans. It also came with P/S, P/B & "Wonderbar" radio. It was one of 2,621(combination) made out of 10,594 coupes of 21,513 total Vettes made that year.

3.1982 (C-3) "Silver Beige" (59) with a Collectors Edition Silver Beige Leather (592) interior "Collectors Edition" hatchback. It came with the 350ci/200hp engine (RPO-L83) and automatic transmission. It was one of 6759 "collectors" cars made of the 25,407 Vettes made that year.



4. 1999 (C-5) "Torch Red (70U) with a Combination Firethorn Red Leather and Black (943). It came with the 5.7L/345hp (RPO-LS1)



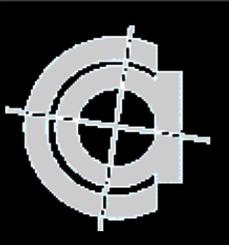
engine and an automatic trans. Dave and Cyndy have customized it with their personal touches such as replacing the front end with a "Tiger shark" nose and Stinger hood. The wheels were changed to the 2000 type style.

They added "Smoothies" engine components, Z06 brakes plus Borla "Quad Stingers". The interior received a painted center console and accented seats. It is truly a custom Corvette. One of one for 1999 out of 18,078 coupes and 33,270 total Vettes.

5. 1969 (C-3) "custom blue metal-flake " coupe. It came with a 350ci/??HP and a 4-speed manual trans. (sorry that's all the info I have).

Cyndy and Dave, thank you for being members of Santa Clara Corvettes.....'til next month

Phil



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What's New(s)



The Knittin' Kittens had a new holiday project. Instead of exchanging gifts they donated over \$250.00 as well as needed personal items (sweatshirts, tee shirts, slippers, socks, hats, scarves, children's PJs and more) to **The Grateful Garment Project**. Women who have been assaulted/raped often have to give up all their clothing as part of the evidence for rape kits. Frequently they go home (or to a shelter) in just a hospital gown. The Grateful Garment Project provides clothing, slippers, gift cards, and other items to help make the process less traumatic. The Knittin' Kittens are happy and proud to support the project. Big thanks to **Jan Minearo** for bringing this worthwhile organization to our attention.



Cliff Martin and Rob Lezama attended the annual Auto Show at the Moscone Center, SF. Rob's choice for Best of Show was this blue Lamborghini Huracan V12 (900hp) but he reportedly spent most of his time driving the simulator trying to better his times.



Editor's Note: Apologies to **Lou Marincovich** and **Betsy Franco** for the omission last month of the link to their red carpet experience, so here it is: <http://www.gettyimages.com.au/detail/video/lou-marincovich-and-betsy-franco-at-james-francos-bar-news-footage/>



John and Barbara Warner went to Bangor, CA (Butte County, population 646) to Barbara's sister's house for Thanksgiving and got to shoot at clay pigeons behind their house. Her brother-in-law was trying out his new pigeon launcher. John's attempts were bested by his grandson. Shown here is a photo of Barbara the Hunter stalking her prey.

Gregg Medaglia just "had to" leave work to get some "seat time" in his newly acquired Corvette. He drove over an empty Hwy 84 to Pescadero on a beautiful sunny day. He spent some time "working" at one of the local cafes but wants everyone to check out the motorcycle in the window.



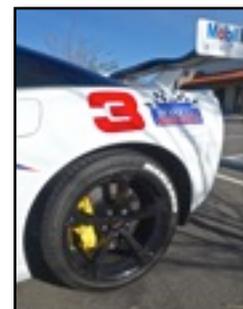
Rick Riccardi led a mini caravan of red Corvettes (**Alan Templeton, David Johnston, Max del Hierro and Stuart Calhoon**) through the hills to lunch at the Crow's Nest at Santa Cruz Harbor. Everything was going along fine until a deer fatefully decided to jump in front of the lead car. Since it was raining, and being a law-abiding citizen, Rick had his wipers-on-lights-on. The deer would likely have cleared Rick's right headlamp if it had been in the down position.

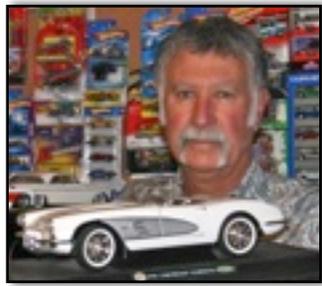


Chuck Vivian and Keith Mendia spent an exciting day at Laguna Seca on November 27th. NorCal Shelby Club was holding a track day and they decided to go down and enjoy the action. Thanks to **Andy Hoepfner, Rick Bronner and Scott Simpson** for giving rides in their Viper, Corvette, and Porsche. What a great way to spend the day with your buddies. Traveling in fast company.



Rob Lezama decided to visit our newest club sponsor, Bascom Trim & Upholstery, and decided to further customize his Vette with a new steering wheel. He had to surrender his stock steering wheel while it was in Texas for custom wrapping in Torch Red leather and black Alcantara (a suede-like product that is polyester and polyurethane) that adds stain-resistance, durability and tactile pleasure. It is used in some Formula 1 cars as it is flame retardant. Rob also had them add some extra padding around the wheel for a better feel/grip. An additional custom item is the raised white lettering on his tires to continue the Marlboro theme.





Social Directors Keith Mendia & David Wilson



We are ready to launch the 2016 version of Santa Clara Corvettes and I am very excited about being partners with my good friend **David Wilson** as your Social Directors. This will be my 5th time as Social Director and I can say with experience that it is the most fun of any of our Board positions. David and I were your Social Directors in 2010 and had a great time planning and putting on our events together. We have already had a meeting to scope out the traditional events we plan on holding and have lots of ideas for new events as well.

January has two major Social events on the calendar. **The WSCC Competition Series Awards Banquet** on January 16, 2016 at the Sacramento Marriott in Rancho Cordova. 35 of our SCC members will be receiving awards for Car Show as will 12 of our SCC members for Autocross. SCC will also be receiving club awards as Most Competitive and Most Participating and First Class Glass will be awarded as the "Most Picturesque" publication. We hope you are planning on attending, especially if you are receiving an award and also to enjoy the success of our entire club in the WSCC family.

On Saturday, January 23rd, Santa Clara Corvettes will be holding our **Annual Awards Banquet at Mariani's Inn & Restaurant** in Santa Clara. This is our biggest Social event of the year and one where we honor our member's individual successes as well as appreciating our members who have contributed so much to our clubs success. The price of the banquet dinner for members is \$25, and guests \$55. The club subsidizes \$30 per dinner for our membership so sign up for this awesome event and relive the great times we had in 2015.

Our first **TGIF** events will be Friday, January 29th and February 12th. We will have more information on them shortly but be ready to have some of the best pizza in the South Bay Area.

Thanks to Tom Kalivoda and Roger Wiley for the great job they did as your Social Directors in 2015. We appreciate all your planning and hard work to keep the good times going.

Hop-on, the Party Train is leaving the station...

Keith



Let me begin by saying how incredibly excited I am to be back in the social driver's seat. This is my third year of doing this job and my second time sharing the job with my great friend Keith. Of all the board positions I've occupied, this is by far my favorite. My first meeting with Keith to discuss the coming year made me realize how lucky I am to be doing this again. We already have some amazing things planned for you this year.

For starters, we'll be doing a **special series of TGIF's**. Each month we will be visiting a different pizza parlor and voting to decide the best pizza in the area. You should keep an eye on the web calendar for locations. We'd like suggestions from the membership for great pizza parlors that are not major chains. If they have a few locations, that's alright, but we aren't looking for Round Table and Pizza Hut. We will have voting cards at each event with a list of criteria to use for judging.

To kick off the New Year, **Nicole and I would like to invite all our club members to our new place for a little house warming party**. Light food and cocktails will be served. The party will be Saturday, January 9 from 4pm until 9? 10? 12? Please shoot me an email at dojeseller@hotmail.com to let me know you'll be coming so we can get an idea of headcount. Our address is 39817 Duran Ct in Fremont and my number is 408-464-4444. We look forward to seeing everyone there!

We will also be hosting a Super Bowl Party at our house on Sunday February 7 starting at 2pm. This will be a potluck event. Please sign up at the meeting or TGIF. **Pre-registration is required.**

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

David

Can Anyone Identify These Fugitives From 1975?



Answers at bottom of page

A leading consumer interest magazine recently announced that Corvette placed Second (Tesla was First) in their survey of new car owners as to the "Most Satisfying" cars. Corvette was praised for its handling, performance and relative fuel efficiency. Owner satisfaction with particular models was also measured with Corvette placing First, with 94% of Corvette owners stating that they "would definitely buy that model again".



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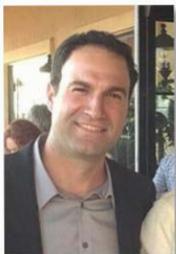
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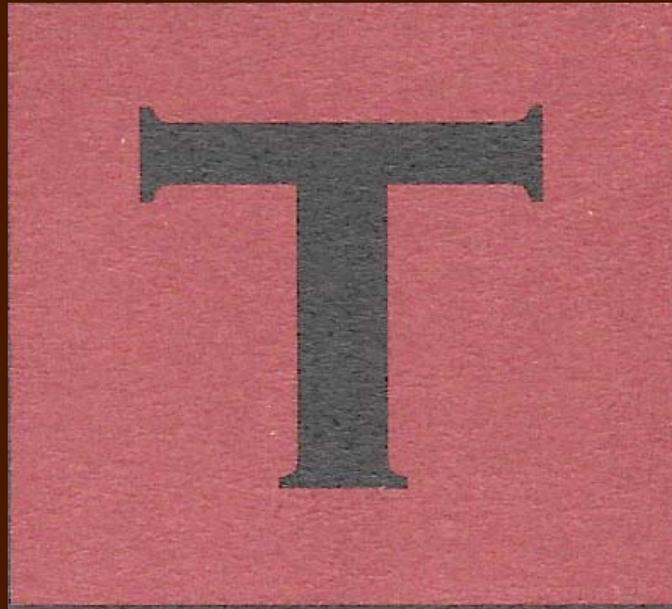
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Motorsports Director: Collins Orton
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Car Show Director: Dave Katz
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Membership Director: Gary Kono
831-438-1458 gary5634kono@rocketmail.com

Appointed Positions

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WSCC Representative: Jerry Banks
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National Corvette Museum Ambassador:
Buzz Marston
408-353-3500 buzz@wsc.wa

Webmaster: Scott Simpson
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Points Chair: Sandy Mendia
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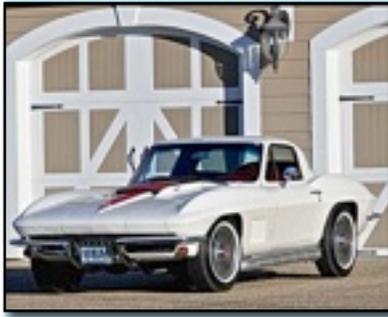
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Corvette Spectacular Chairs:
Jerry Banks 408-702-7848 j.lbanks@comcast.net
Alan Templeton
408-737-0103 alantempleton@gmail.com

A Truly Amazing "Find"



The Don McNamara Corvette is not only quite likely one of the most well-preserved, lowest-mileage and exceptionally original 1967 Corvettes in existence, it is also accompanied by exquisitely unspoiled documentation. The paperwork was kept by

McNamara in a bank safe deposit box and remains in crisp as new condition. It includes the original window sticker, showroom sales brochure, Chevrolet warranty book with Protect-O-Plate, the original keys and fob and a duplicate set of keys; the original owner's manual and plastic pouch, dealer record book issued by Ray Motor Co., a cashier's check for a deposit and a receipt for the balance of the purchase price, the original State of Colorado

license registration and title issued to McNamara dated May 22, 1967 and the NCRS Shipping Data Report confirming delivery at Ray Motor Company in Lamar, Colorado.

Also included are McNamara's last driver's license, a photograph of the car he always carried with him in his wallet and video and photos documenting the car's discovery, its removal from the garage and its unveiling and display at Bloomington Gold 2012. Documentation is contained in two 4-inch binders that also include CDs containing copies of all documents and photos of Don McNamara's dream Corvette.



Mid-Engine Corvette - Will They or Won't They?

According to Car and Driver (October 2014): GM's head of global product development, Mark Reuss, confirms that the company is working on the next Corvette. Our sources elaborate on this salient piece of information, telling us that, after 61 years of evolution, the C8 will be revolutionary. Back in 2006, the Corvette team sold the GM brass on the idea of a mid-engine Corvette, going as far to produce several scale models. Unfortunately, plans were squashed by the auto-industry recession of 2009, but Tadge Juechter, then assistant engineer on the Corvette program, never gave up hope. Now it appears his dream is becoming a reality. The new Corvette will be the mid-engined American Dream Machine that Chevy couldn't, until now, muster the courage to build. In truth, the factory is still not prepared to detail what's coming, which is why you're looking at the 2017 model year through our freshly waxed crystal ball.



THE PLAN: The C8 flagship, the Zora ZR1, will debut the new mid-engine architecture. Launching as a 2017 model, it will define the top of the Corvette hierarchy just as its precursors did in 1990-1995 C4 generation and 2009-2013 C6 model years. As before, the ZR1 will be low volume, roughly 1500 units per annum, and high priced. We figure around \$150,000.

According to Autoweek (January 2015): The near-mythical mid-engine Corvette does, in fact, exist -- at least in the form of the experimental XP-895 of 1972. If spy photos are to be believed, however, a bona-fide production 'Vette with that configuration may be on the way.



1972 XP-895

Well, we're not entirely sure what to make of this one.



Car and Driver has exclusive photos of what it claims is a test mule for an upcoming mid-engine Corvette.

You can see the car -- they've attached both "C8" and "Zora" monikers to it. Basically, you're looking at a Holden ute, or parts of one, paired with the cabin and roof of a C7 Stingray and finished off with one giant freakin' wing in the back. Presumably the engine is lurking under the smooth covering of the pickup bed. The whole contraption is not quite LaFerrari test mule-ugly, but it ain't pretty, either. To say that this...*thing* raises more questions than it answers is something of an understatement; we're not even sure if what we're seeing represents a product that will eventually wear a Corvette badge. It could be some sort of

world-beating Cadillac, for all we know. And if it does turn out to be a Corvette, will it join the front-engine car or replace it entirely? We'll just have to wait and see. Two things we know for sure: GM is cooking up something very different, and they're going to be even *more* secretive about taking it out for test drives from now on.

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2015 Recipients of SCC Charity Contributions



Terri Chapman receives the SCC check for JW House



Rachel Gerston accepts the SCC check on behalf of the Humane Society



Mark & Landa Kierstead are presented the SCC check for One Step Closer



SCC Calendar of Events

JANUARY 2016

1	New Year's Day	
6	General Meeting	7:00
9	Wilson's House Warming	4:00
16	WSCC Awards Banquet	6:00
23	SCC Awards Banquet	6:00
23	Relay for Life Car Show	10:30
24-Feb1	Death Valley/Barrett-Jackson Run	
27	Board Meeting	6:30
29	TGIF (consult online calendar)	4:00

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						

FEBRUARY 2016

3	General Meeting	7:00
7	Wilson's Super Bowl Party	2:00
12	TGIF (consult online calendar)	4:00
24	Board Meeting	6:30

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					

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



JANUARY



+



- 4 - Cliff Martin
- 5 - Joe Thomas
- 10 - David Hutchings
- 11 - Bob Spencer
- 14 - Al Fuerniss
- 15 - Steve Wells
- 16 - Geno Brickey
- 18 - Roger Barnes
- 18 - Christina Thach
- 19 - Dianne Glass
- 20 - Judy Ventimiglia
- 21 - Keith Burton
- 21 - Nicole Wilson
- 23 - Chuck Cry
- 24 - Patrick Kelly

- 1990 - John & Barbara Warner
- 1995 - Vince Alomia
- 1996 - Mim & Chris Petersen
- 1998 - Joyce & Nick Feimer
- 2000 - David Ireland
- 2000 - Keith Burton
- 2002 - Les & Kathleen Brandin
- 2004 - Ron & Jan Minearo
- 2005 - Doug & Susan Johnson
- 2006 - Chuck Vivian & Linda Lariz

- 2006 - Hank Crook
- 2006 - Stuart & Liz Calhoon
- 2008 - Mark Rea
- 2009 - Ray Gee
- 2011 - Destiny Bingham
- 2013 - Cindy Grant
- 2014 - Geno & Teri Brickey
- 2015 - Gil Garcia & Mike Charsinsky

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

