

First Class Glass



January 2017 Volume 42 Number 1

the official newsletter of Santa Clara Corvettes





Stuart Calhoon From The Driver's Seat



HAPPY NEW YEAR, CORVETTERS!

Welcome to another year of great activities with your Corvette and fellow club members. 2017 promises to be a good year for us (with some upheaval in the Car Show arena).

Your 2016 Board met on December 21 (with the incoming Board members) to discuss goals and issues for 2017 (thanks for hosting, Mim). It was the longest Board meeting of the year (nearly 4 hours), but we came out of it with a solid list of action items to improve many aspects of the club's activities.

For some highlights, we're going to investigate on-line registration for most of our events, like Corvette Spectacular, autocrosses, and some Social activities. This should include options for paying on-line as well. And we want to overhaul the membership renewal process, putting it on-line, including payment options.

Also, we want to make it easier for members to see and track their Participation Points during the year. Rather than be limited to paging through Sandy's binder after Business Meetings, we want to make the information available on line. Making the entire Excel workbook available is one option. For folks who cannot access Excel, perhaps a monthly top 25% list to see your status relative to other members will be offered.

In addition, we're going to continue exploring alternate Spectacular venues and one additional autocross venue (Moffett Field).

For an official listing of goals, see page 13 in this issue for the Board's 2016 goals, my assessment of how well we met them, and our new list for 2017.

The future of Car Show competition is rather up in the air at this time. Two of the four planned Type I car shows in 2017 are now going to be Type V – non-competitive. This essentially kills the WSCC Car Show Competition series. Dave Katz has more details in his Car Show column, but know that there will be much discussion about this in the near future as we determine its impact and possible actions/alternatives.

Whatever the outcome, there will be car shows of some sort, and there will be many social events, tours, autocrosses and a Convention in Las Vegas. So gentlemen (and ladies), start your engines! 2017 should be a great ride.

Stuart

Cover Car



Ken Jacksteit picked up his 2016 Shark Gray coupe at Boardwalk Chevrolet on August 10, 2015. The perfectly matching special order license plate (yellow on black) is "Shark C7". The car was ordered with the light gray 3LT interior package, automatic transmission and Selective Ride Control. Ken added side skirts for the rocker panels as well as a front spoiler which were installed by (SCC club sponsor) Active Auto Body. He also had the entire front end, side view mirrors, rocker panels, rooftop, and rear spoiler covered with Sun Tek clear vinyl. Ken also did something he highly recommends for other new car owners...laminates the build sheet and window sticker.

Ken quickly put just over 14,000 miles on the new car by participating in Team Yojack trips to Mount Rushmore, Scottsdale

and Canada. His body told him that the C7 provides a much more comfortable ride than his previous C5 and he is looking forward to more road trips.

No enhancements were made to the photograph on the cover-it is exactly what we saw at this location in Death Valley. This specific area is known as "Artist's Palette" and it was as spectacular as any of the sights we saw on the Team Yojack run to Death Valley/Scottsdale. The colors of the rock formations of the Black Mountains were caused by the oxidation of the iron compounds which produced the red, pink, and yellow colors. The decomposition of tuff-derived mica produced the green colors and manganese produced the purple.



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Welcome! Cliff Martin Membership Director

As your new Membership Director I would like to wish you all a very Happy New Year and hope your Christmas was full of love and joy. I would also like to take this opportunity to thank Gary Kono for his service to our club as your past Membership Director. Please join me and let Gary know how much we all appreciate his service. I am also looking forward to working closely with our Board of Directors providing all club members with an opportunity to enjoy the various activities planned for 2017.

The membership renewal process continues and as of December 21, 2016 we have 113 memberships which equates to 180 members. As we entered December 2016 we had 140 memberships which equates to 218 members. Do the math and you see we have 27 fewer memberships which equates to 38

fewer members who have not renewed. We do expect that some of those will renew but, unfortunately, they will be required to pay an additional \$26.00 as a late fee as the cutoff renewal date was December 15, 2016. The renewal process this year did bring with it the additional requirement to also submit an updated WSCC form along with our SCC renewal form. This may have added some confusion to the renewal process but we hope to address these concerns, making the renewals in the coming years a smoother process.

In closing I would like to encourage all members to become actively involved in the various club activities-remember our club is only as strong as the involvement of our members.

Cliff Martin



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Women Can Autocross Just as Well as Men



When he said “You’re an anomaly,” I didn’t have a clue if it was something you got from eating a bad clam or a good thing, but I knew when Mike Maier (mikemaierinc.com) talks, others wisely listen and don’t ask questions. We’d been chatting up our sport

—autocross—over a few beverages and he’s said this about me twice so I looked it up. It’s all good.

At autocross events, from local stuff to Goodguys to even the National Championships, female competitors aren’t expected to straight-time those with ding-dongs. I can’t tell you how many Goodguys runs I’ve made, hauling the mail around the loop-de-loops, and finishing up with a class-winning time to often hear as I’m exiting the course, “Oh my GOD!! That’s a GIRL driving that car.” Yep, it sure is. Miss Anomaly. And I have to give credit to others with estrogen as there are quite a few that can stop a clock and take no prisoners while slithering their way through a maze of cones which, to me, means there’s a bunch of us anomalies out there. And as a female, lots of other women look to me for

reassurance and encouragement as what we do with our cars on the Goodguys postage-stamp-sized lot is nothing short of empowering. Horsing a 3,500-pound Camaro with almost 600 rwhp isn’t for the faint of heart, and when I hear



“There’s NO WAY I can do that,” I respond with “Yes ... you CAN do that” and extoll the benefits and the fun they’ll be having with whatever they drive. Our sport is a wonderful way to help gals learn much about limitations, and growth, in themselves and their cars. So, as you can guess by now, this is for you, the gals. And as the readership of this publication is about 2 percent estrogen-powered, it’s up to you with the ding-dongs to spread the word of these words to those without.

So it begs the question ... is there a difference between the sexes? I’ve been asked this often and usually reply that a car hasn’t a clue if the driver has testicles or ovaries, nor does it care. What a car does look at is how it’s being driven. Yes, upper body strength matters, especially so if you’re trying to muscle something massive through a tight slalom sans power steering, but for the most part us girls can do just fine. In some autocross groups, there are separate classes just for us ladies, while in others it’s heads-up against the rest, with the clock being the judge. I sometimes question this—as previously mentioned—because the car, being a

mechanical thing, hasn’t a clue who or what is behind the wheel. Sure, the “stick and ball” stuff has gender separation, but I’ve never heard of the Women’s Indianapolis 500 nor gender difference for other professional motorsports other than Solo (autocross). And I’m not talking about the Powder Puff novelty stuff at the local roundy-rounds. The only time I saw one, the front-runner Puff couldn’t comprehend that shifting outta First might be a good thing, and her effort was complete with flames, scattering the engine on Lap 2. She got a standing ovation with more than a few (hundred) laughs. The car owner wasn’t one of these. This, to me, makes our march assbackwards and does nuthin’ for our credibility and talent.

And the answer? It’s a YES ... men are more forceful, they challenge limits, fight wars and conquer small countries, they protect, they squash bugs, and pee standing up. Gals...we nurture, heal, are fixers and soothers, we keep

the peace and fires burning on the home front, have the “Mommy gene,” give life and preserve it, and have a really hard time properly using a urinal. Don’t believe me about the bug thing? Pay attention the next time you watch professional golf. Tiger, Phil, et al, will mash that pillbug flat if it’s in their putting line while Annika and Michelle mark their ball before moving Mr. Pill to a safer spot. I’ve watched them do it.



Yes, gals, you can do motorsports. Any type of motorsports. I recommend baby steps and starting with something that is kinder and gentler with four wheels (definitely not a 600hp Camaro), and get help from any of us with experience. Us with experience don’t bite and we want our sport to grow, more women to enjoy cars and the events that make them fun. Give this a year or two and you’ll be wanting car parts for Christmas instead of Tiffany boxes. And who knows...you may just be the next “anomaly.”

Mary Pozzi

Editor’s Note: Mary Pozzi is a part-time freelance writer and 12-time SCCA Solo National Champion.

Another, related article appears on page10...



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Some of the Coolest Cars of the Last 53 Years

Road & Track magazine ran this article a while back and it was their opinion that three Corvettes qualified to be among the coolest cars produced in the past 53 years. The criteria used was both the technology and style used in making these cars. Those three winners were:

1963 Corvette Stingray will always be an iconic automobile based on its unusual (for the era) design: the futuristic fastback; the split rear window; hidden quad headlamps; doors cut into the roof; improved mechanics and independent rear suspension; and improved handling and performance made this car a winner both in its day and forever.



2006 Corvette C6.R whose shape remains the definitive modern American racing car—always in yellow, always from Detroit masterminds Pratt & Miller. The C6.R was not as dominant in racing as its predecessor the C5.R, but it looked better and still won LeMans. The GT1 version sported 590hp, carbon ceramic brakes and aggressive aerodynamics. The increased speed and reliability made this car a winner.

2014 Corvette C7 was seven years in the planning and development stages and was the first to bear the Stingray name since 1976. Corvettes used to make you forget their flaws. You dismissed the bad in light of the good: cheap speed; big grip; and the empowering idea that you were not in control. This model changed all that in that it's friendly, comfy and far faster than you need. The use of quality interior products such as leather and brushed aluminum and better fit-and-finish makes this year's model stand out from the Corvettes of the past. Bold styling and advanced aerodynamics such as functional vents help make this car a winner.





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Gentlemen...and Ladies Too!

Attending autocross events throughout the country has me begging the question: why is the ratio between dudes and dudettes so varied? Often, I ask the women I meet why they don't take a turn and after they usually shrink from fear, I hear responses to the effect of "I'm scared to go fast," "I don't want to spin out," "I'm slow," and the always favorite, "People will laugh at me." My answers are usually that 1) you can drive at a speed you're comfortable with, 2) spinning out is much safer here than if it happens on the street and the skills you learn here may keep you SAFER on the street, 3) you'll be fine and you won't be slow, and 4) if someone laughs at you then we will beat them senseless and toss them in a fully-filled, rarely-serviced and quite stinky outhouse. So yes, Virginia...you CAN autocross and do it successfully.

That said, I recommend getting some help and there are plenty of folks that do compete that are more than happy to offer advice.



There are helmets available and they're a necessity of the sport even though your hair will suffer greatly after one's removed. Look at each run as education that will make you a more proficient driver on the street; you'll be more careful, be able to access those Spidey senses and by knowing where those four corners of your car are,

avoid driving situations that could be unfortunate for people and cars, and if you do have a need for speed, autocrossing can quench that thirst which can have a positive effect on your DMV points and insurance fees.

Western States Corvette Council has even made things easier as clubs offer Ladies

classes that parallel the Opens. There are usually four separate run groups and you'll work one as well as run in one. If you arrive at the event



early enough, you'll also get first pick of a group you want to run (I recommend run group 2 if you want to enjoy another set of runs in the afternoon or to go chill with something libatious that has a paper umbrella in it).



Make sure your car has plenty of fuel, air pressures set, you with your helmet and driving footwear, numbers (these can be easily made using colored painters tape), and voila ... you're pretty much

ready to drive. To help you further, here are a few helpful tips:



- Arrive early enough to get yourself registered and your car teched and stuff unloaded, and to walk the course. Do the course walk at least twice, once by yourself and another with others that can "show" you the proper driving lines and which cones to visually acquire. Know where the Start and the Finish lights are positioned.



- Know which grid (there are usually two ... an A and a B) your car needs to be on and which line to put it in. Most grids have a "Two Driver" line for multiple drivers in the same car.

- Five cars before you run, you want to get yourself situated behind the wheel, belts applied and snug, seat positioned, and the engine warmed up.

Your grid person will acknowledge you and follow their instructions.

- Your first run on course should be a "get to know you" type of run. Use it to learn the course, it's layout and how your car "feels," the traction levels, braking points and where you can start to apply power, and always "look ahead."

- "Looking ahead" isn't just fixing your eyes a certain distance in front of the headlamps but seeking and then acknowledging WHAT you're seeing. I've



even taken this to further levels by looking "through" the corners. A good friend of mine, Andy Hollis, who's also an incredible autocrosser says it best... "Car follows the hands and the hands follow the eyes."

- "Looking ahead" also has benefits as this, when done correctly, slows your responses which keeps your Corvette better balanced and more receptive to driver inputs.

- Your second, third, and fourth runs (you should get five runs total) should each capitalize on what you learned on the runs preceding the one you're currently on. Each run should be faster than the one before. Ride with others and have coaches that you trust for good driving instruction ride with you.

Continued on page 13...

Your SCC 2017 Board of Directors



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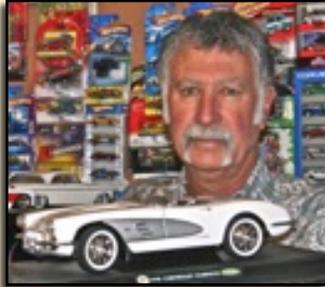
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All Appointed Positions have volunteered to return to their positions for 2017
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What's New(s)?



Al and Gloria Fuerniss attended the "Tahoe Tour 48" sponsored by Corvettes of Fresno. This annual event is more than just a car show at beautiful, scenic Lake Tahoe-it provides many of the same type events that the WSCC Annual Convention provides. The Fuerniss' white convertible C7 Z06 (with custom graphics by Team Yojack) was chosen as "Best of Show" and, as such, the car will be the cover car for "Tahoe Tour 49" to be held on September 7-10, 2017. Congrats to Al and Gloria!



Cheryl Klynn and Liz Calhoon reports that the Knittin' Kittens made/purchased the following items over the past few months: 20 wheelchair bags; 17 hats; 7 cowls; 21 scarves; 12 pair of gloves and 7 pair of socks-not bad considering that they don't like to knit during the warm months. Well done ladies! In addition to the yarn-related items, they also made lights inside of glass blocks and wrapped them as presents. **Barbara Warner** was in charge of that effort and **John Warner** was volunteered to drill out the holes in each block for the lights.

Roger Martin is owed a double apology-for the item last month that appeared and one that didn't appear. Roger went to Washington D.C. for several days as mentioned last month. However, his name was mistakenly omitted from that submission. In addition, Roger also went to Austin, TX and, with friends, attended the U.S. Formula 1 Grand Prix at the Circuit of America Racetrack. He was impressed by the facility and the 3-day event that included watching some vintage race cars. They



Alan Templeton surprised the last SCC meeting by announcing that after talking about buying a new car for more than a year he actually ordered a new Grand Sport in November. He emailed a 'birth announcement' to club members after he found out the date it was manufactured.

Dave Thomas reports "the newest family member-his name is 'Cassidy', after one of our favorite cowboy heroes. He is probably 8-9 months old, mostly black with white whiskers and highlights, yellow eyes, and suffered a severely shattered left leg and shoulder some months ago. He is 8 lbs, 2 oz of rootin' tootin' kitty, and simply ignores his 'handicap'. He limps quite well, and acts like an old family friend. He appeared on our porch, poaching Fancy Cat's dry food. Bunny made friends and after 3 days we decided that if he was not sick, we would keep him, but we did not yet know exactly what the left front problem was. The Vet did his thing and gave us 3 options, massive surgery that might work, amputation, or heaven. We chose #4, and brought him home. He is scheduled for neutering on Wed. There is no evidence of other trauma, so we guess a solid kick or bat or other blunt trauma injury, as the leg is in many pieces and fragments. But he has weathered the injury, has no pain in the leg and actually has limited but useful range and strength. He uses it for balance when he jumps or climbs, and can he jump. He starts by standing on his hind legs, like a bear, and then levitates onto the bed, the kitchen counter, etc. He loves to cuddle and so far, Sam and Fancy are ok with him. We are sure he will be an extra blessing at Christmas."



John and Barbara Warner also announced an addition to their family...a brand-new 2017 Watkins Glen Gray Metallic Grand Sport convertible with Torch Red hash marks on the front fenders. The interior is also red as are the calipers which show nicely against the black wheels to which John has since added a red stripe. The car has been clear-bra'd since delivery and is now ready to go. The C7 is their 5th Vette joining 1 C3, 2 C4s and a C6. They have enjoyed each of them and are looking forward to many miles in the new



Grand Sport and outings with our SCC friends and family.

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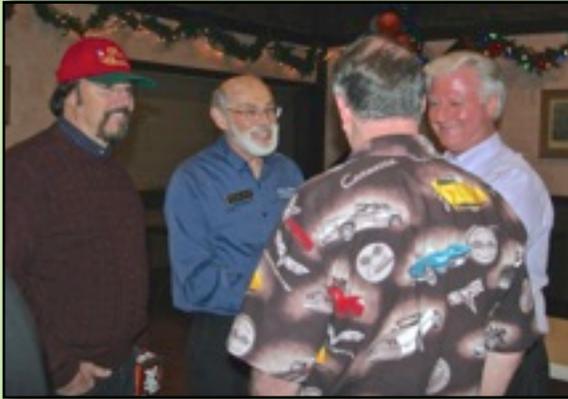
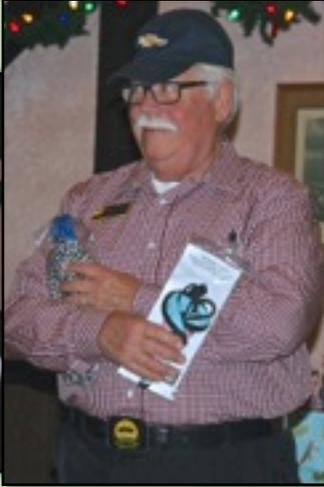
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The SCC Annual Christmas Gift Exchange/Theft



- Your fifth run should take the following approach: change NOTHING on the corners and elements you feel are good and ONLY change the driving inputs on the parts of the course that need improvement. This, hopefully, should only be a couple of turns.



•Don't worry about hitting cones. We all hit cones ...

An in closing, I have some words of wisdom for anyone who currently autocrosses or plans to. None of these little pearls have a thing to do with car preparation but are there to

help with the ever-important "driver mod."

- 1) The only person you need to be better than is the driver you were the weekend before. If you've made improvements in your driving and course analysis since the most recent event, that is a success in itself. If you drove the course the weekend before and missed five apexes but this weekend you didn't miss any, that's a huge reason for a celebration.
- 2) It's not getting beat that's wrong, it's the losing part. There's a huge difference between being beat and losing as if you get beat, you competed and tried your best but someone else was just a bit

faster and better than you that day. Losing is if you competed and had careless mistakes, blew past braking points, slid sideways, and had bonehead moments on your runs. It's okay to get beat sometimes; it's never okay to lose.

3) Keep things in perspective. Don't let one bad autocross event create your self worth. If you drive brilliantly in two events and suck in the third, your world will not end! Trying to attain perfection in motorsports can drive one to drink and look at each of the local events as learning days. Peak for Nationals.

4) If you have a mentor or driving coach and they're proud of you, you can be proud as well. Hopefully, you've chosen someone in this capacity that is honest when they need to be yet supportive and has the ability to impart knowledge in a helpful, creative way. If this person tells you that your run was great, believe them and be proud too.

So Ladies...get out there. Start small and check out some of the local events and then who knows? You might be at the SCCA National Solo Championships competing with the heavy hitters of our sport. I won't guarantee you'll win but you will have a great time, meet other enthusiasts, and learn a lot more about your car from behind the wheel instead of sitting on the sidelines wondering "what-if?".

Mary Pozzi

2016 Goals

MEETING HALL: Monitor closely General Meeting attendance. Find ways to increase capacity of current venue (e.g. smaller tables / more chairs). Be prepared to resume search for alternate venue, if General Meeting attendance rises much past 100. **15 additional chairs were purchased. Meeting attendance has stabilized at 85 – 90, so no further action has been taken.**

SCCORVETTES.ORG WEBSITE: Upgrade the web site. Either fix the current site (do upgrades, replace some modules) or migrate to a better content management system and programming language. Develop requirements and work to achieve them (including better member database, and ease of uploading photos). Hire outside expert, if necessary. **Reliquis hired. New website created.**

CORVETTE SPECTACULAR: Investigate larger venues for Corvette Spectacular, including downtown Campbell and Mountain View (probably not for 2016, but for future shows). **Some research done. Los Gatos not viable. No decision reached.**

AUTOCROSS VENUE: Find alternate site(s) for Autocross. **Cow Palace venue selected and tried out in 2016 (6/25/16). Got good reviews. Three weekends scheduled there in 2017, along with 2 weekends at Marina.**

SOCIAL ACTIVITIES: Investigate holding social events during the week on days other than Friday, to accommodate more members and find more restaurants able to accommodate us. **TGIT's (Thursdays) successfully implemented. Very popular, and the venues like them too, since we don't impact their normal Friday business.**

TECH SESSIONS: Do more informational sessions at vendors (especially sponsors) on various aspects of Corvettes, e.g. paint, suspension, brakes, tires. Encourage members to find and initiate sessions. **Two tech sessions on car restoration were held in 2016 (at Campbell Auto Restoration and at Automotive Enterprise, both in May).**

Carried-over 2016 goals:

CORVETTE SPECTACULAR: Investigate larger venues for Corvette Spectacular, including downtown Campbell and Saratoga.

AUTOCROSS VENUE: Find alternate site for Autocross. Specifically, investigate Moffett Field.

TECH SESSIONS: Do more informational sessions at vendors (especially sponsors) on various aspects of Corvettes, e.g. paint, suspension, brakes, tires. Encourage members to find and initiate sessions.

New goals for 2017:

ON-LINE REGISTRATION: Explore on-line registration options for car shows, autocross, and some social events (Motorsports.reg, for example).

ON-LINE MEMBERSHIP: Explore ways to improve/simplify new member sign-up and member renewal. Consider on line options that include payment.

PARTICIPATION POINTS: Explore easier access to Participation Point information for members.



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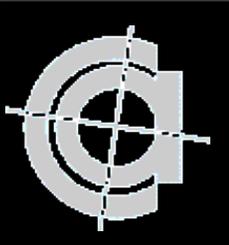
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Thanks to everyone that contributed to our successful 2016 Auto-X competitions. Without the Auto-X Army, these events would not have been possible.

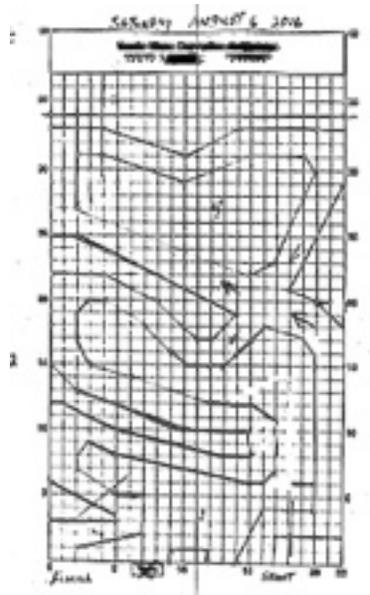
2017 is shaping up to be another action packed competitive season. Our Auto-X schedule has been posted to the SCC website calendar. Please check it out and add to your personal schedule for the upcoming year. We have 10 Auto-X dates over 5 weekends this coming year. The schedule includes 3 weekends at the Cow Palace, in Daly City, and 2 weekends at Marina near Monterey. We expect there will be a WSCC Auto-X event at Las Vegas, in October, as part of the WSCC Convention.

We have an Auto-X Workshop in the works for February/March, date to be determined. Mary Pozzi, an SCC member and National recognized Championship Auto-X Racer, is helping to setup a workshop that will be beneficial to first timers thru the most experienced drivers in our Club. We hope that many of you that have not had any experience will checkout this workshop. Find out what your Corvette was actually built to do. You will be pleasantly surprised!

We expect a couple of WSCC/Hooked On Driving Track Days in 2017. Mid-May at Thunderhill near Willows, CA and likely another event at Spring Mountain near Las Vegas in October in association with the WSCC Convention. These are World Class

locations and you should not miss the opportunity to experience these thrilling events.

As discussed in prior articles, we are looking at ways of streamlining registration for some events and even changing up the Auto-X format to provide more runs in a given day. These are all things to be investigated and tried out. In the end we want to continue to make these fun events for all and keep on making this type of Motorsports safe, competitive, low pressure, affordable and something that everyone can enjoy. The SCC Auto-X Army is dedicated to this goal.



This is an example of an Auto-X Course Layout from Last August. Please note the use of the space available at Marina and the numerous turns, slaloms and chutes. This is really fun stuff. Relatively low speed and most of all safe for the driver and course workers.

See you at the track,

Collins



Dave Katz: Competition, Car Shows

Happy New Year Everyone!

Let's start off the New Year by celebrating our successes in 2016. We have 32 members receiving awards for car show at the WSCC Awards Banquet on January 14 in Rancho Cordova and 50 members receiving awards for Car Show at the SCC Awards Banquet on January 21. Great job, everyone.

I have just learned that NCCA has decided to make both the Legend on Display Car Show at Blackhawk and their Vette Magic Car Show, which will move to F.H. Daily Chevrolet in San Leandro, Type V car shows. This means that these two shows will not be judged in accordance with the WSCC Competition Code. Awards will still be given, but there won't be formal judging. NCCA will also host a Type V car show at the Ledson Winery, as they did last year. NCCA has not reached a decision on drag races.

This also means that unless WSCC changes the Competition Code for 2017, or unless some club steps up to hold another Type I Car Show, this year's WSCC Awards Banquet for Car Show will be the

last for Car Show. The current Comp Code requires that there be at least three sanctioned car shows for there to be WSCC Year-End Awards for Car Show.

What will DVC do with Vette-O-Rama? What should we do about Corvette Spectacular? We will have to wait and see. There are a number of WSCC Type V shows in our area for 2017. I am thinking of making them club events and just going for the fun of it.

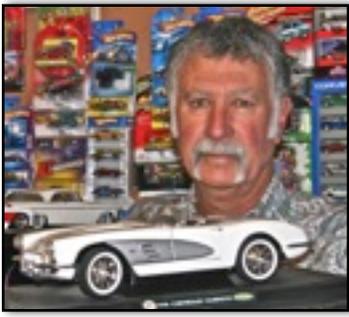
I know many members were frustrated with busting their buns detailing their cars only to have some judge deduct for a smudge left somewhere. Perhaps this is for the best. We can simply enjoy the camaraderie of the shows and not worry about judging.

We may have more information by the WSCC convention. Please think about what you would like to see happen.

Dave

Social Directors

Keith Mendia & David Wilson



We have concluded all of our Santa Clara Corvette Social Events for 2016 and are looking ahead to the New Year and doing some really fun events. As David and I are planning ahead, it is also interesting to look back at 2016 and review our Social calendar.

All totaled we had 33 SCC Social Events in 2016. Included in this total were 11 TGIT events where we toured the area looking for the Best Pizza Joint in Santa Clara County. We brought 466 SCC customers to these pizza parlors and in the end, decided that Pizz'a Chicago was the BEST. The highest attendance was 59 members and the lowest was 30.

The remaining 22 Social Events had us driving to Marin County to see goats & water buffalo start the cheese process, working the Corvette Corral at Laguna Seca, driving over 4,000 miles to Canada, go-kart racing, bowling in a fish bowl, watching Super Bowl 50, listening to a great Blues Band and enjoying BBQ, rooting for our home town baseball team, touring Death Valley, cooking awesome chili, making waves at our swim party, visiting a world-class local car museum, touring the Pacific coastline, being very Spooky at Halloween, working the Arts & Wine Festival and

celebrating our Christmas/Holiday Party. If you add them all up there were 22 Social Events in addition to TGIT. The best attended of these were the 2015 SCC Awards Banquet at Mariani's in January and the 2016 Annual Picnic at Vasona Park in July, each of which had 93 members attend along with some additional guests.

The total number of SCC members entertained at all our Social Events for the year was 1,394 and that averaged out to 42 members per event over the year. We hope you had a good time and were able to join us whenever possible. We averaged about 3 Social events per month and hopefully that kept you and your Corvette pretty busy.

As we begin planning for our 2017 Social events, we encourage you telling us about events that you think our members would enjoy and we will research it to see if it would work for the club. Thanks again for your participation and help in making these good times happen and we will do our best to make them even better in 2017.

Keith & David

What's in a Name?

As the story goes, after the naming process originally stymied GM executives a call was put out for suggestions that began with the letter "C." Hundreds of names were submitted and considered, but the one that ultimately stuck came from Myron E. Scott, a man in GM's public relations division.



According to the Corvette Hall of Fame website, Scott searched the "c" section of the dictionary until he stopped on the name of a small, fast and light attack ship first used by the French Navy in the 1670s. It is

traditionally the smallest class of vessel considered to be a proper warship. As a sleek and deadly ship that could run circles around larger carriers, destroyers and submarines, modern steel-hulled corvettes gained renewed notoriety in WWII as escort/patrol ships and, thus, the name fit perfectly for a car originally targeted to appeal to America's sizable population of male veterans.



USS Constellation is a sloop-of-war/corvette, the last sail-only warship designed and built by the United States Navy. She was built in 1854, using materials salvaged from the frigate USS Constellation, which had been disassembled the year before. Despite being a single-gundeck "sloop," she is actually larger than her original frigate build, and more powerfully armed with fewer but much more potent shell-firing guns.

The sloop was launched on 26 August 1854 and commissioned on 28 July 1855 with Captain Charles H. Bell in command. She remained in service for close to a century before finally being retired in 1954, and preserved as a museum ship in Baltimore, Maryland, where she remains today.





The Chevrolet Corvette has always been one of the greatest performance car bargains in the world, but there's at least one that won't come cheap. In January 2015 the first Corvette race car was on sale for \$6.885 million.

The 1956 Corvette SR-2 CORVETTE SR-2 was developed for GM design honcho Harley Earl's son, who had been racing a Ferrari. Dad thought he could do better.

With the help of GM's director of high performance, Zora Arkus-Duntov, a stock Corvette was modified with racing brakes and suspension, and a sleek new style that included covered headlamps, twin chopped windscreens, cooling scoops, and a small stabilizer fin down the center of the trunk lid.

A year later the fin was replaced with a much larger one behind the driver's head, and the car's 336 cubic inch V8 was upgraded with fuel injection and rated at 331 hp. The car had a top speed of over 150 mph.

Only three of the vehicles were produced before Chevrolet and the other American automakers officially pulled out of racing at the end of 1957 due to public sentiment about the safety of the sport. It was sold and privately raced for many years afterwards, on everything from road courses to drag strips, and is now in fully restored condition. Its current owner purchased it in 1986.



Kind of makes you want to run out and buy one—doesn't it? After all, it has "swift acceleration" with a 0-60mph time of 7.4 seconds due to its mighty 150hp Blue Flame engine. Compare that to current stats of 3.6 seconds and 460hp for the 2017 Grand Sport.

Agile performance

For swift acceleration, hill climbing, and cruising, there's nothing quite like the Chevrolet Corvette—and it handles like a dream. To make it swift, Chevrolet engineers combined great engine power with light car weight. As the result, the engine must pull only 21 pounds per horsepower. Contributing to the Corvette's swiftness, too, is the light wind resistance of its low, streamlined, plastic body. Short length (only 14 feet) and easy steering simplify maneuvering in traffic and parking. A very low center of gravity, outrigger type rear springs, and broad wheel treads stabilize the car and allow fast "cornering." Extra-large brakes insure smooth, positive stops. Balanced suspension provides a level, comfortable ride, and gives you a safer, more certain "feel" of the road. Response of the car to your control is always immediate and positive.



Steve Bolaris has a new interpretation of the Christmas story at his house. Apparently one of the wise men arrived in a blue C5 and one in a silver HHR pickup. Maybe the third one drove a new Grand Sport? Note that the man in front of the HHR is toting a keg of wine—must be Steve.



Christmas:

What other time of the year do you sit in front of a dead tree and eat candy out of your socks?



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 second item...



The first item, published in last months issue, was Valerie Bolaris' license plate frame.

A little hint: it's not Steve Bolaris' license plate frame, even though he is Greek.



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Dear Members of Santa Clara Corvettes Club,
 It was a pleasure to meet some of you recently!
 We are very grateful for your generous donation.
 It will help a large group of victims start
 their healing journey.
 Have a lovely holiday season.
 Gratefully yours,
 Lisa Blanchard

This "Thank You" note is from one of the three charities SCC voted to receive \$1,500 each for 2016...The Grateful Garment Project.

Stop Hurting Your Engine!

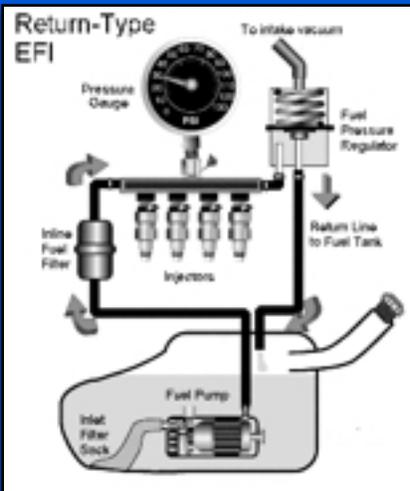
Some of the information in this article is geared (pun intended) more for drivers in areas other than the Bay Area but the basics hold true for us "flatlanders" as well.

Old myths die hard (pun intended-cold start, weak battery, Sears) but are easily debunked with more modern era cars. The idea that you have to idle your car in colder weather is no exception. The

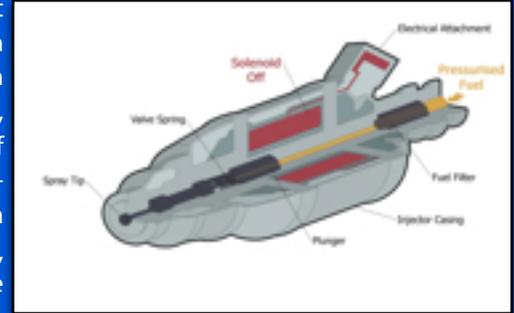


basis for this thinking extends to an earlier time when car engines relied on carburetors. Anyone older than 50 care to explain this contraption to the younger members? Before 1980 carburetors were the heart that kept car engines pumping. Since then electronic fuel injection has taken over and is

still what powers today's car engines. The key difference is that electronic fuel injection comes with a sensor that feeds the cylinders the correct fuel-air mixture to generate combustion. Carburetor equipped engines lack this important sensor. Therefore, if your gasoline was too cold, your car wouldn't run rich and would simply stall out. In those days it was important to get the carburetor warm before driving. Those frustrating times met their end long ago and so too should pointless idling. These days you will be saving yourself time and money as well as being gentler on the environment if you do not idle on cold mornings. Idling isn't really getting the engine up to temperature, and until that happens the little brain box on the engine is going to keep sending rich-fuel mixture to the cylinders so that it can ensure that enough is evaporated for a consistent combustion event.



Idling your car in the cold not only wastes fuel, but it's also stripping oil from critical components that help your engine run, namely the cylinders and pistons. Under normal conditions, your car engine runs on a mixture of air and vaporized fuel, gasoline in this case. When that mixture enters a cylinder, a piston compresses it, which-at the risk of oversimplifying-generates a combustion event, powering the engine.



But when it's cold outside, gasoline is less likely to evaporate. Your car compensates for this initially by adding more gasoline to the air-vapor mixture-called running "rich" and that's where the problem begins. That's a problem because you're actually putting extra fuel into the combustion chamber to make it burn and some of it can get onto the cylinder walls. Gasoline is an outstanding solvent and it can actually wash oil off the walls if you run it in those cold idle conditions for an extended period of time.

Over time, that washing action can have a detrimental effect on the lubrication and life of things like piston rings and cylinder liners, which are critical to running the cylinders and pistons that breathe life into your engine.

The bottom line: Contrary to popular belief, idling your car does not prolong the life of your engine; rather it shortens it.

The fastest way to warm up your engine is to drive it! You will get the oil warmer faster, so that it is flowing as the manufacturer intended, if you drive the car reasonably after ignition. Be gentle with the gas pedal for the first five minutes or so-no drag racing at the first traffic light.

Information submitted by Joe Castellano. Excerpts from an article in Business Insider, written by Jessica Orwig and based on an interview with Stephen Ciatti who has a PhD in Mechanical Engineering.



We received word last week that our friend, **Steve Cleveland** had passed away. Steve was a founding member of Corvettes of Lake County, an avid auto crosser, rodeo cowboy and a good man. Church services were held for Steve in Lakeport, CA on December 17th and all seats were taken by his many friends who were there to share memories. **Buzz and Ruth Marston, Jerry Banks, Doug Johnson, Sandy and I** drove up to pay

our respects and attend the service. Steve was a driving force in the Corvettes of Lake County club and the Memorial Day Car Show weekend. For many years he attended WSCC auto cross events and

car shows and was a joy to spend time with. In 2009, Steve was the caravan leader to the National Corvette Museum that consisted of over 200 Corvettes driving from San Jose to Bowling Green, KY. Our best wishes go to his wife, Colleen and the members of COLC. Our lives have been enriched having Steve as a friend.

God Speed Steve Cleveland

Keith Mendia



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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

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				

FEBRUARY 2017

1	General Meeting	7:00
5	Super Bowl Party	1:00
14	Valentine's Day	
20	President's 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				

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



DECEMBER



+



- | | |
|----------------------|-----------------------|
| 4 - Cliff Martin | 19 - Dianne Glass |
| 5 - Joe Thomas | 20 - Judy Ventimiglia |
| 10 - David Hutchings | 21 - Keith Burton |
| 11 - Bob Spencer | 21 - Nicole Wilson |
| 14 - Al Fuerniss | 23 - Chuck Cry |
| 15 - Steve Wells | 24 - Wendy Sprague |
| 16 - Geno Brickey | 31 - Cheryl Valentine |
| 18 - Roger Barnes | |

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

- 2006 – Hank Crook
- 2008 – Mark Rea
- 2009 – Ray Gee
- 2011 – Destiny Bingham
- 2013 – Cindy Grant
- 2014 – Geno & Teri Brickey
- 2015 – Gil Garcia & Mike Charsinsky
- 2016 – Keith Burton

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 Worldwide Ground Transportation Solutions Inc. • Xilinx Inc.

On the lobby wall at the Humane Society of Silicon Valley there is a donor appreciation plaque listing such philanthropic giants as the David and Lucille Packard Foundation and Santa Clara Corvettes.



Yes, we took a break from the strenuous task at hand to cuddle the puppies.



J W House - \$1,500

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: jeffsprague@gmail.com