

# First Class Glass



May 2016    Volume 41    Number 5  
the official newsletter of Santa Clara Corvettes





# Stuart Calhoon From The Driver's Seat



*Join for the Car,  
Stay for the People*

Greetings, Corvetters!!

I've decided to focus this month's column on the recent WSCC meeting.

The first WSCC General Meeting of the year was held in our own backyard-Momentum Chevrolet--on Saturday, April 16. As a plus, Momentum chose this day to offer lunch to everyone who came in. There were burgers, salads, drinks, and all the fixin's. At first I thought the lunch was just for us WSCC folks, but they were even giving it to people who were there to buy a car -- imagine.

There were about 12 SCC members there. John Thomas, General Manager, was a gracious host, setting out a parking area, giving us the large meeting room upstairs, and making a brief pitch where he basically said, "We're here to serve you, we'll give you the best price on cars and we will make your service visits successful. If there's ever anything I can do to help you, let me know." Ramon Martinez, who attended our March General Meeting, was named as the primary contact for SCC members. So start with him. Buzz Marston, the club's primary interface with Momentum, has John's direct line, so contact Buzz if you have any issues that aren't resolved by Ramon.

The hottest topic of the day was Convention planning for 2017. As you probably know, there will be no convention this year, because no club stepped up to put one on. Because this lack of club initiative has become an issue the past few years, the WSCC Board has put together a proposal on how to handle Conventions in the future.

The approach Buzz presented was for the WSCC Board to be the primary organizer for conventions, but holding a convention every other year. Conventions would alternate between two cities, one in

the southwest part of the country, and the other in the northwest part of the country. Las Vegas was named as the likely location for the southwest events. The northwest site is still TBD, but suggestions included Medford and Reno. Someone mentioned that if we're going to Vegas, we'd better not go in the heat of summer. Buzz agreed and said that October was the target month.

Regarding organization, the Board would handle hotel arrangements including registration, the Hospitality Competition, and the Awards Banquet. Individual clubs would be asked to host the other events, such as car show, autocross, poker runs, and track day. By going back to the same venues every other convention, the work would be minimized as there would be templates in place.

The point was made that Convention is primarily a social event. It's not like a travel adventure, where you want to discover new and exciting places. If you have good venues for the activities, going back to the same city for convention should be totally acceptable. (We already go to the same venues for car shows and autocrosses every year. Why not convention?)

As I pondered this, I asked why two locations? Why not just go to Vegas for every convention? In a sense, you're already alternating -- between convention one year and no convention the next year. And Vegas has everything we need (and then some). With Buzz's plan, going to each location once every four years would have little carry-over. It would be more like starting from scratch each time. Buzz asked for a show of hands as to how many folks would be for one convention locale. It appeared that over half the people there raised their hand.

We, as a club, need to discuss this and give our preference. Buzz will be asking for input soon.

*Stuart*

## Cover Car



Dave Katz's 2006 Monterey Red convertible has the 3LT interior package in black with black top, automatic transmission and the LS2 engine.

He has been a car show "regular" for a couple of years and for 2016 was elected SCC Car Show Director.

Every since watching "Route 66" as a kid, Dave has been a Corvette enthusiast. His first serious inquiry into purchasing one was in 2003 when he was considering an Anniversary Red convertible. Since the price of that Corvette was more than double the amount Dave had ever spent on a car, he was afraid to pull the trigger on the sale.

Dave's mother passed away in 2004 and her estate was finally settled in 2006 and so he decided to divide his inheritance

between saving for retirement, home improvement and having some fun. So he scheduled his Corvette shopping for Labor Day weekend but had to postpone due to work...twice. He began to feel that life was passing him by so when he left work after the second call-in he headed straight for Boardwalk Chevrolet. Once there, he saw a Monterey Red convertible on the showroom floor and bought it!

Upon returning to work he told his fellow employees about buying the Corvette but no one believed him. He had to take them out to the parking structure and show them the car. That Friday he saw an article in the San Jose Mercury referring to a car show in downtown Los Altos called Corvette Spectacular so he decided to attend. Although he finished last in his class, he had a great time and hasn't missed a Spectacular since.

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# Welcome! Gary Kono Membership Director

Hi Everyone,

There were no changes to our membership in the past month. We currently have 120 memberships and 189 members.

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

There were no new WSCC membership cards being issued for a while. The problem was a broken printer and that problem has been fixed. One other item worth mentioning...the WSCC

Membership Director would prefer that all applications be computer printed because some applications are not legible. The 2016 WSCC Membership application on the WSCC website is a computer-printable form.

Starting this year, all WSCC renewals must be accompanied by a COMPLETELY FILLED OUT Renewal Form. Similar to the WSCC Membership Form, the SCC Renewal Form is also a computer-printable form. For those of you who do not have access to a computer, I will accept a legible, hand-written form.

*Gary*



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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 column I introduce some of our members and have them share their cars, hobbies and other information we might be interested to know.



This month's members are "JJ Motorsports", I mean **Doug and Susan Marie Johnson.**

Douglas Scott Johnson is a 2nd generation San Franciscan (on mother's side). He has lived in the Bay Area all of his life. Doug graduated from Oceana High School (Pacifica) in 1965. He attended the College of San Mateo for 2 years and then continued his schooling and graduated from San Jose State University with a BS and MS Degree in Meteorology. Doug worked at apartment maintenance/management while in college and after graduating he started working for "SamTrans" Public Transit district, retiring 31 years later. Although retired, he still does some consulting now and then.



Susan Marie (Cushing) Johnson was born in Idaho but relocated to California some years later with her family. She has lived in Fresno, Burlingame, and Pacifica (where her dad started a bus company). She also attended Oceana High School and graduated in 1966. Like Doug, she also made the trip to the College of San

Mateo, studying to be a legal secretary. (NOTE: They said they did not know each other at Oceana High but met at "CSM". This is where it gets confusing...Doug says they met at a beach party or on a school bus; Susan remembers that it was the CSM library?) Susan worked for "I. Magnin", at Union Square (SF), for 4 years as an Executive Secretary to the Data Processing Manager. She later became an "Art Teacher", at a private school in Pacifica, where she taught for the next 27 years before retiring. Although retired, Susan continues to teach Art to senior citizens, summer camps (even at CSM where she took every art class offered) and private lessons in her home.

Susan Marie and Doug were married August 17, 1969 near Santa Cruz. Their first car was a 1963 Porsche they bought that year and apparently Susan cancelled her trip to Greece so that they could start their life with their first convertible. They have two sons, Scott Allen Johnson and Benjamin (Ben) Todd Johnson. They also have two grandchildren, Kalea Rose Johnson (17) and Clayton Allen Johnson (14). Susan and Doug reside in El Granada (north of Half Moon Bay).

Hobbies/Travel: Susan stays active by gardening, going to book clubs, participating in the Art Committee at Filoli Gardens

and Mansion (Woodside) for the last eight years and other non-profit organizations. Doug is an avid reader. They both bike to their exercise class, do kayaking and more. Their passion is to see the world through their hobbies. They raced "Hobie Cat" sailboats for 22 years before getting involved with racing their Corvette(s). They've been to all 50 states. Their longest trip was 14 weeks, covering over 10,000 miles in their RV including 4,800 miles in their Vette that was pulled in an enclosed trailer. Talk about cruise'n, I've barely made it to four states.

In 2005, after they bought their first Corvette, (1992 C-4) they looked into car clubs closer to home so they could increase the enjoyment of their new car and to meet people with similar interests, however, those clubs didn't have as many activities as Santa Clara Corvettes. They immediately joined SCC and haven't looked back since. They felt right at home being warmly welcomed by fellow members Keith and Sandy Mendia, Jerry and Lois Banks and others. Besides attending lots of the social events, Doug started auto-crossing. He took his (1999 C5) from completely stock to being modified so he could race in Class D-1, where he won class honors in 2011. After installing a roll-bar himself, he was even able to do a few track days with Hooked on Driving. They even participated in some car shows. Doug was the Club Treasurer for one year in 2012. As far as trophies...they claim many, many, many!

Susan Marie and Doug are no strangers to sports cars.



They owned a 1963 Porsche Cabriolet and a 1967 Alfa Romeo Spider before becoming owner of four, yes four, Corvettes.

1). 1992 (C-4) White (10) Convertible with a Lt.

Beige (643) interior and Beige top. It came with the "LT1" (RPO ZAC) 350ci/300hp engine with a 4-speed automatic transmission. It was one of 1,139, of the 5,875 verts made in this combination of the 20,479 Vettes made that that year.

2). 1999 (C-5) Black (41U) Convertible with a Lt. Oak (673 ) interior and a Lt. Oak (67T) top. It came with the "LS1" (RPO ZAB) 346ci/3 4 5 h p engine with a 6-speed ( M N 6 )



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# Whose Corvette is that Anyway?

manual transmission. It was one of 3,762 of the 4,031 converts made in this combination of 33,270 Vettes made that year.

3). 2004 (C-5) "Machine Silver" (67U) Convertible with a Black (191) Interior and a Black (41T ) top. It came with the "LS1" 346ci/345hp engine with a 6-speed (MN6) manual transmission. It also had the Magnetic Selective Ride Control (RPO F55), Polished Aluminum Wheels (RPO QF5) and the 12-Disc CD player (RPO U1S). It was one of 1,185 of the 5,683 converts made in this combination of 34,064 Vettes made that year. It was also one of the last C-5's made that year.

4). 2009 (C-6) "Blade Silver" (17) "Z06 "Coupe with an Ebony (193) interior. It came with the "LS7" 427ci/505hp engine with a 6-speed (MN6) manual transmission. It has the (RPO 2LZ) Equipment Group Z06 and black "Z06" wheels. It was one of 367 of the 3,386 Z06's made in this combination of 16,956 Vettes made that year. Note: The production run was the lowest since 1962's production



run of 14,531 units (not counting 1997's run of 9,752 cars due to late introduction of the new C5. Doug and Susan Marie's Z06 does not look like just any other Z06, they made a trip to "Yojack's" for a complete

transformation. A wing here, some vinyl there, and the car emerged as the JJ Motorsports Corvette that just came from Laguna Sega.

Susan Marie and Doug, thank you for being members of Santa Clara Corvettes.....til' next month

*Phil*

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# Keith Mendia: Historian

I found something very interesting as I was reading the May 2016 issue of Vette Views Magazine. Page 93 begins the fourth part of an article entitled "The History of G.M. Dream Cars 1953-1954" by Kenneth W. Kaiser. He discusses the situation of the U.S. government raw material rationing in 1951 due to the Korean War much the same as it had been during WWII when almost all American car production stopped as the plants were converted to produce military vehicles, planes and ships.

GM had held their "Motoramas" in 1949 and 1950 to introduce new models and new designs of future cars to get public opinion on them. Because of the rationing of material, it appears the 1951 Motorama was cancelled and none was scheduled for 1952 due to government vehicle quotas. GM was looking for alternative materials for steel car bodies and parts. GM resurrected the 1953 Motorama to gauge the public's reaction to new materials (reinforced fiberglass). In addition to the Corvette, they also had the fiberglass bodied Cadillac LeMans, Buick Wildcat, Oldsmobile Starfire and Pontiac Parisienne displayed. (pictures of these cars are shown in the article).

Dwight Eisenhower's campaign promise was to end the Korean War within 30 days of being elected and GM hoped the automobile quotas would end then as well. After his election, he was not able to end the war until July 28, 1953 and the unrestricted flow of steel began about the time the 1954 cars started production. The result of all of this was that the 1953 Corvette was the only model that went into production using the fiberglass material.

I was surprised to read this account as I had always understood that the main reason GM went to the fiberglass body was due to the low production numbers anticipated and the very high cost of tooling and machinery to produce new body styles, especially with all the curves and shapes in the 1953 Corvette. I was unaware that there was any problem getting steel to make automobiles during that time.

If you are not a subscriber to Vette Vues Magazine, I would encourage you to be one. They have coverage of Corvette events all around the country, great technical articles and historical articles as well. It is well worth the price. Check out their website: [www.vette-vues.com](http://www.vette-vues.com).

*Keith*



1953 Cadillac LeMans Concept Car



1953 Buick Wildcat Concept Car



1953 Oldsmobile Starfire Concept Car



1953 Pontiac Parisienne Concept Car

Congratulations are in order to those mentioned in the most recent issue of NCM's magazine, America's Sports Car:

"Pit Crew"

Santa Clara Corvettes

"Starter"

Roger Martin; Ron & Jan Minearo

"Spire Society", "Foundation" Buzz & Ruth Marston



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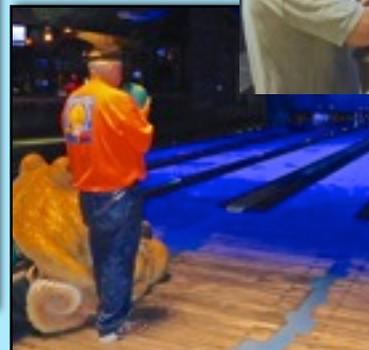
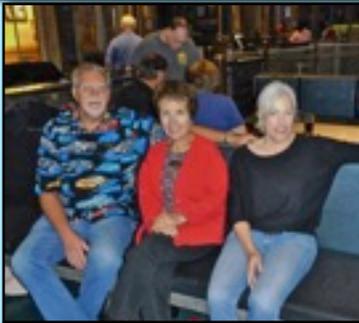
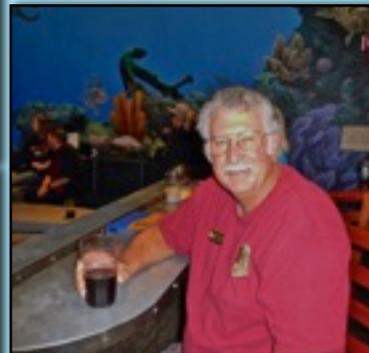
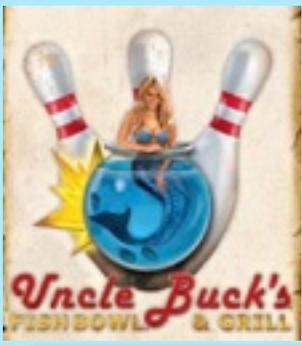
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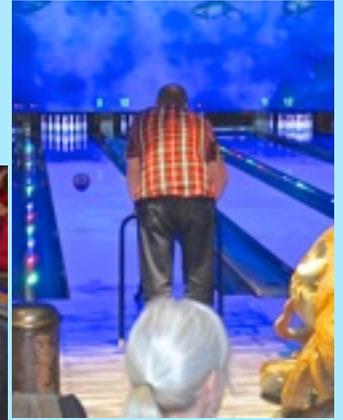
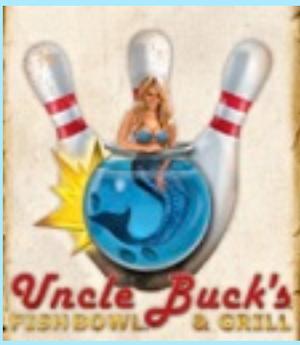
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# Uncle Buck's FishBowl & Lunch





# SCC Trailer Clean-Up





## Collins Orton: Competition, Motorsports

The **BIG NEWS** is...there will be an autocross event on **Saturday June 25<sup>th</sup>, 2016** at the historic **Cow Palace** in Daly City. We are very excited about this new site. The South Parking Lot will be the location. The

site offers a large paved area that will lend itself well to our course designers. We expect participants from all of the WSCC clubs. This is a great centrally-located facility. Please see the map included. Look at the South Lot. The site is 315' x 910'. As a parking lot it can hold 1,475 cars so it will be more than large enough for our event.



Anyone having any questions or ideas, please contact me. Planning is ongoing. With a new location comes a certain learning curve. We are planning for a very successful event. Big thanks to **Keith Mendia** for bringing this site to SCC.

Another possible autocross site has been located in Gilroy. SCC will investigate this one a bit further. We did do some testing there recently. This is a former industrial location with a large paved area although there are a number of quirks to the site. A big thank you to **Roger Martin** for bringing this possible site to SCC.

We participated in a "Track Day" and "Taste of the Track" at Laguna Seca on May 2<sup>nd</sup>. There was a great turnout from SCC. Thanks to all that had the thrill of driving their Corvette on this iconic race track. Pictures and text will be available in the June issue of First Class Glass.

A personal note. I will be having knee replacement surgery on May 4<sup>th</sup> and will be out of commission for a period of time.

*Collins*



## Dave Katz: Competition, Car Shows

We did well at the **Legends 36** show in Danville on April 24. We won Club Par with 31 cars entered in the show. I think we made an impressive sight as our caravan

cruised up 680 with many of the cars displaying the SCC flag.

The following members received top awards:

**First Place: Jerry and Lois Banks; Ron Beck; Geno and Teri Brickey; Dan and Tish Niehans; Mim Petersen; Dave Spellman; Chuck Vivian.**

**Second Place: David and Debbie Hutchings; Cliff Martin; John and Barbara Warner.**

**Third Place: Stuart Calhoon; Dave Katz; Lee and Cheryl Klynn; Gary and Geneva Leighton; Collins and Kris Orton.**

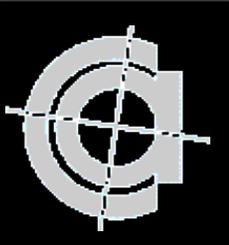
After the show, the Niehans treated the participants to a delicious BBQ at their home. **Thanks, Dan and Tish.**

Thank you to everyone who participated and helped SCC win Club Par.

**We have a tech session and open house scheduled for Saturday, May 14 from 10:00 AM until 2:00 PM at Automotive Enterprise** in San Carlos. Please see the event calendar for more information.

The next Type I Car Show is **Vette-O-Rama 46 in Concord on Saturday, June 18**. We will caravan from the Starbucks on East Calaveras Blvd. at 7:00 AM. I plan to make lunch reservations at The Old Spaghetti Factory. Please note that Diablo Valley Corvettes is requesting that pre-registrations be in by June 1. People who pre-register will receive a free product from Detail Addict.

*Dave*



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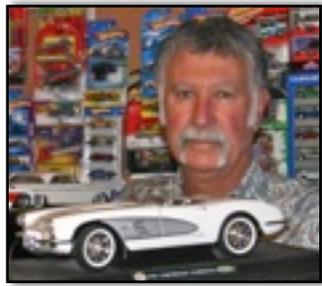
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# Social Directors Keith Mendia & David Wilson



The good weather is here and your Corvette has already had its spring cleaning for the Legends on Display show at Blackhawk, so you should be gearing up for the Social events that are on the calendar for the next 2 months. Let me highlight what is in store:

**April 29-May 1: Weathertech Sports Car Challenge at Laguna Seca.** There will be a Corvette Corral, Corvette Parade Lap for the first 100 cars to sign up, Corvette Racing Banquet Saturday evening and racing all weekend.

**May 2: Taste of the Track at Laguna Seca** sponsored by Hooked on Driving, offering either High Performance Driving by classes or spirited follow-the-leader for drivers who would like to see what it is all about.

**May 12: TGIThursday at Bogey's Pizza** in San Jose to further our search for the best pizza Joint in the South Bay

**May 14: Tech Session at Automotive Enterprises.** See how one of the best Corvette repair and restoration shops in the area work their magic.

**May 22: Sun, Sand Surf and Suds Run** to the coast, stopping at Highway 1 Brewery for tasting and brunch, Beaugard Winery for wine tasting and over the hill to Boulder Creek for great burgers for dinner.

With 25 bowlers and 40 munchers, **Uncle Buck's Fishbowl** was a **rousing success**. All teams were created using a random draw, and it seems that each lane ended up with a balance of ringers and newbies. During our feast of burgers, sandwiches, and baked goods, **Ron Minearo** surprised everyone with gift cards as awards! Our top three game prizes went to **Steve Wells** (139), **Stuart Calhoun** (169), and **David Wilson** (198). **Sandy Mendia** received the "High Handicap" award for bowling left handed due to her recently broken right wrist. Even with a brace on one knee and bowling with the wrong hand, she still averaged 75! After further research, I also want to send congratulations out to **Jerry & Lois Banks, Judy Ventimiglia, Steve Wells, and Dave Katz**. They were the only team to average over 100.

**June 9: TGIThursday.** We are still working on picking the pizza joint so stay tuned and save the day.

**June 11: Mozart Automobile Museum Tour and Lunch.** 70 vintage cars on display featuring Indy Cars, Sports Racing Cars, European exotics, Brass Era Cars and much more.

**June 14: SCC Night at the San Jose Giants.** Great home town baseball, tail-gate party and some between inning specials.

**June 26: SCC Summer Pool Party at Andy Hoepfner's home.** Enjoy some awesome BBQ and relaxation with your buddies.

**June 30: Thursday Night Live Car Show Downtown Mountain View.** Here is a chance to show off your Corvette on Castro St. and have a really fun evening.

So...any of these events sound like fun? We hope so and if you would like to participate, please go to the SCC website event calendar to get all the particulars. Some events require that you sign up and prepay, some just sign up and others all you need do is just show up. See David or Keith with questions or money in hand to get going.

**Let's go Agitate some Asphalt !**

*Keith*

While several of our members did in fact recommend a TGIThursday at Jake's of Sunnyvale, I'm going to thank **Shirley Martin** for being the first to put it on my radar. The pizza was great, the parking was plentiful, the beer was cold, and the company was outstanding. We've had some great spots so far and have a few more in the bag. Know a great pizza place in the South Bay with plenty of parking? Keep the suggestions coming!

As always, keep an eye on the web calendar at [www.sccorvettes.org](http://www.sccorvettes.org) for more details and additional events being added.

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

*David*

# What's New(s)



**Rick Riccardi** recently announced the purchase of the newest addition to his fleet of Corvettes...a 2015 Stingray! He currently owns a '66, a '90 (hopefully, not for long) and a '15. The '15 is Crystal Red Tintcoat with 3LT black interior, chrome wheels and Z51 Performance Package. After much time spent online searching, he found it at a Buick/GMC dealership in Salinas. As one can plainly see, Rick's driveway is getting crowded (refer to page 24 for a solution).

**Jerry & Shirley Svindal** left their car in the Vinyl Wizard's garage for a few days with instructions to "do your thing" and surprise us. The results pleased the Svindals greatly and they now have a "new" C6.



**Liz Calhoon** is a Master Gardener as well as a member of SCC's own **Knittin' Kittens**. Her task as a MG was to produce birdhouses for The MG Spring Garden Market held at the San Jose Historical Park/Kelly Park. MGs sold lots of tomato, pepper, herb, ornamentals and succulents. The succulents included individual plants in pots as well as "green-roofed" birdhouses. The Kittens helped Liz by painting 25 birdhouses while Liz glued the moss and succulent cuttings. The Kittens help each other out-that's what friends are for!



**Jack & Yolanda Atkinson** attended "Z Day" at Pismo Beach. After taking Best of Show with their black Z in the same competition last year, they were surprised to receive Best of Show this year for their white, wide-body 300ZX. It shouldn't have been a surprise to anyone familiar with these two beauties designed by Jack.



**Rick Riccardi** coached the Westmont High School Robotics Team #3482 to a successful completion of the 2016 FIRST Robotics Competition Season. They ranked 4th in the Central Valley Regional, were SemiFinalist level at the Silicon Valley Regional and winner of the Johnson & Johnson 'Gracious Professionalism Award'. Rick is the founder of the Prospect, Westmont and Gateway High School Robotics Teams as a volunteer providing industry engineering support for STEM (Science, Technology, Engineering & Math) in local high schools.



**The RED-C group** had another fun and successful outing-this time to the Carmel Valley area. Ten Corvettes (**Rick Riccardi; Cliff Martin; Rob Lezama; Roger Martin and daughter Cindy; Harry Hsu; Ron Beck; Collins Orton; David Jacobson; Phil Moser; Dave Johnston**) departed Saratoga en route the Baja Cantina in Carmel Valley for lunch. We were met there by **David Hutchings** in his '61 roadster and he led the group to some much-needed (not!) ice cream at The Barnyard. We then were led down Ocean Avenue to the beach, turned left and followed the road along the water back to Hwy 1. Then south on 1 to Rocky Point for another rest stop/photo op. Great fun!





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# What's New(s) (continued)



**Malcolm & Reesa Lawton** advised "we had a last-minute vacation in Maui with our good friends who happen to be our daughter in law's mom and step dad. Jim had been laid off but after about a month he found a job. Dori suggested going to Hawaii to celebrate before he starts his new job. Neither of our friends had ever been to Hawaii so it was a special trip. We went to Maui and had a great time. We did whale watching and saw lots of activity. Went to the aquarium and had lunch overlooking the ocean and had a great time at the Old Lahaina Luau where our friends celebrated their 19th anniversary! The sugar museum was very interesting. It is home to the last sugar processing plant and we found out that this sugar harvest will be the last as they can't afford to stay in business anymore. Our friends went snorkeling and we saw many beautiful rainbows as well. We can't wait to go back! Aloha Nui Loa"



**Stuart Calhoon, Rick Riccardi** and others ventured to Thunderhill to ply their driving skills on the track. Derek Abel and his crew from Abel Chevrolet were there to assist and they brought along their version of the C7.R.



**Rick Riccardi** is selling his 1990 Dark Red Metallic coupe. It's a fun driving car and class performer on the track and autocross circuit. The car is stock with 2 tops and is an economical "starter" Corvette with 97,000 miles. Asking \$7,000. Call Rick (408) 507-8649.



This is the third in a series of SCC members describing their first experience driving over 100 mph. Please send in your contributions if you wish this section to continue in future issues.

## My First Time

By Steve Bolaris

NO! Not that first time! My first time driving over 100 MPH.

Like most car enthusiast drivers, I've owned a number of cars over the years, Corvettes being my favorite. When I thought back to that day when I first cracked 100, my thoughts went back to being a freshman in college at West Virginia University, Morgantown, West (by God) Virginia. My inherited family four door was in OK shape and I wanted to experience the 100 MPH club.

The car was a four door black 1962 Ford Fairlane, inline 6, three on the tree, with 13 inch wheels, drum brakes and worn blackwall tires. The driver was a know-it-all first semester college student with a girlfriend back home in Pittsburgh and buddies to hang out with there on weekends. On my way home I joined the club. One thing I did right prior to the run, was to install seat

belts since the car didn't come with any from the factory. The road was US Hwy 19 where there was a long downhill stretch. This was prior to Interstate 79 construction so two lane winding roads and slow trucks were the norm in that area.

Daylight, dry weather, downhill running start, no traffic either direction, worn tires on 13 inch steel wheels, drum brakes... could it get any more exciting? Why yes, it did when the car started shaking just before crossing over 100! Being in Air Force ROTC with a head full of pilot dreams and hearing stories of jets breaking the sound barrier, I was absolutely thrilled.

A few moments later and the end of the straight stretch coming up fast – really fast – it was time to get to 55 and home to the girlfriend. A fun ride down memory lane today – a thrill yesterday. That was my first time over 100.

All the best, *Steve*

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## Santa Clara Corvettes 2016 Board of Directors and Appointed Positions

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# SCC Calendar of Events

## MAY 2016

1	Laguna Seca Races	
2	Laguna Seca HOD Track Day	8:00
4	General Meeting	7:00
7	Hot Wheels for Kids Car Show	9:00
7	Upper Clear Lake Corvette Show	9:00
12	TGIT Pizza @ Bogey's	4:00
14	Auto. Enterprise Tech Session	10:00
14	Willow Glen Car Show	9:00
15	SJ CC Concours d'Elegance	9:00
21	Abel Chevrolet Car Show	10:00
22	Sun, Sand, Surf, Suds Run	9:30
25	Board Meeting	6:30
30	Memorial Day	

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## JUNE 2016

1	General Meeting	7:00
9	TGIT @ TBA	4:00
11	Mozart Auto Museum	10:00
11	Upper Clear Lake Corvette Show	9:00
12	Alameda Point Concours	7:00
14	San Jose Giants Game	4:30
18	Vette-O-Rama/DVC Car Show	8:00
19	Father's Day	
26	SCC Annual Pool Party	12:00
29	Board Meeting	6:30
30	Mtn View Downtown Car Show	5:00

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		

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



MAY



+



- |                     |                          |
|---------------------|--------------------------|
| 3 - Terry Brownson  | 15 - Georgianna McDonald |
| 4 - Bill Erickson   | 18 - Liz Calhoon         |
| 4 - Roger Martin    | 20 - Keith Mendia        |
| 6 - Lois Banks      | 20 - Mark Rea            |
| 7 - Margie Zamora   | 23 - Janice Vivian       |
| 7 - Toni Peyton     | 24 - Gary Kono           |
| 12 - Dave Spellman  | 24 - Rick Bronner        |
| 13 - Ray Taylor     | 24 - Richard Shockley    |
| 13 - Gary Rost      | 25 - Irene del Hierro    |
| 14 - Scott Fuerniss | 26 - Bob King            |
|                     | 31 - Sandy Mendia        |

- 1999 - Margie Zamora
- 2002 - Joe Thomas
- 2006 - Collins & Kris Orton
- 2012 - Al, Gloria & Scott Fuerniss
- 2014 - Malcolm & Reesa Lawton
- 2014 - Rob Lezama
- 2015 - Bob Spencer
- 2015 - Will & Christine Kouvaris
- 2015 - Harry & Julie Hsu
- 2015 - Max & Irene del Hierro

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Send contributing articles and photos to: [davidjohnston101@comcast.net](mailto:davidjohnston101@comcast.net)

