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June 2018





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President - Stuart Calhoon From The Driver's Seat



Sitting in my hotel room in Paso Robles, CA, 9 PM, 5/20/18. I'm on the SCC Wine and War Birds tour — about 16 Corvettes and 30 people. We had a very nice first day today. Trouble-free trip down, then the War Birds Museum tour, followed by 3 wineries — lunch at the first, and incredible sculptures at the second. Liz and I skipped the third winery and went back to the Warbirds Museum, because we wanted to spend some more time there. In addition to all the military aircraft, there was also military “rolling” equipment (jeeps, tanks, etc), air-to-air missiles, UAV's (Unmanned Aerial Vehicles), and a variety of electronics.

But the highlight for me was the auto display, a collection belonging to Dick Woodland, that included some very rare and pristine Jag's, Ford GT's, Mercedes SL's, and hot rods. Also a bunch of race cars — NASCAR, Sprint, Indy. Mr. Woodland has assembled an amazing collection of unique, valuable sports cars and race cars, well worth the drive down to see.

This was our first driving tour this year, and I was pleasantly reminded of just how enjoyable they can be.

Ron Beck and **Gary Leighton** did a great job organizing this trip.

As the year advances and the weather warms up, we're getting more and more activities on our calendar. In addition to this tour, May offered a couple Car Shows, a TGIT, an autocross, and the annual Hooked on Corvettes tour and a Thunderhill track day extravaganza put on by WSCC, Hooked on Driving, and Abel Chevrolet. June has more events planned for our members, so enjoy the good weather and get out there with your Corvette.

Planning for our Corvette Spectacular car show in September is picking up intensity. Once again I urge you to get involved. This is our club's largest production each year, and we need the majority of our members to help out. Work assignment sheets get passed around every month at our Business meetings. See what assignments still need volunteers, and put your name down on a couple of them. We need to make this year's show very successful, as it will be our first Type V car show. We need to ensure that people have a good time and come back again next year.

Stuart

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Wanted

Cover Car Photographs

For Future First Class Glass Covers

Contact: Gary Linford

galinford@comcast.net

Cover Car: **Greg Selzer** picked up his 2016 Z51 Stingray on March 30, 2016 from Boardwalk Chevrolet. Afterwards, he drove it straight to Monterey to start accumulating break in miles. In this photograph he's had it less than 3 hours. It is Laguna Tintcoat Blue, and is a 2LT trim level. It has a black interior, paddle shift automatic transmission, and includes the PDR.

Greg got the Z51 package to fully enjoy some track days and has not been disappointed. He's been to Laguna Seca twice so far and ran the Mojave Mile at 174 MPH. He is looking forward to his first autocross.

This is Greg's second Stingray. His first one was a 1964 model and he was the first owner---but it was built by Schwinn (!). It was pretty much the exact same color but they called it Sky Blue. In 1968 he saw his first C3 at the Chicago autos show and fell in love. He still has the Corvette brochure from that show. What's on the cover? A Le Mans Blue Coupe.



Welcome!

Cliff Martin - Membership Director

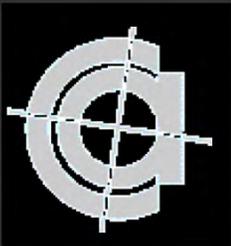
So I'm sitting here writing my June report, looking outside, it's overcast and gloomy; it's almost the first of June.....where's the Sun? No problem, I am just going for it and taking a run to Santa Cruz.

Well as we begin the month of June our membership is now up to 180, seems like we are slowly approaching the 200 plus we had at the close of last year. SCC members please join with me to welcome new members **Kraig Kurucz** and **Beth Mostovoy**. They have two lovely Vettes: a 2014 Gray convertible and a 1981 Brick Red Stingray. **Kraig and Beth** I hope you both take full advantage of SCC activities and enjoy your membership.

For all our members, please check out our SCC website for a listing of club events. This month we have the North

Bay Auto Cross, Capitola Custom Classic Car Show, Thursday Night Live in Mountain View, the Vette-O-Rama Car Show and closing the month we have SCC Night at the San Jose Giants game. So members get out there and enjoy the many activities our club has to offer. Additionally, thank you to club members who continually support and give of their time to make SCC an outstanding club. One last note to all club members, this is the time of year to sign your name on the Spectacular 2018 volunteer list. Our club is successful through your efforts, thank you

Cliff



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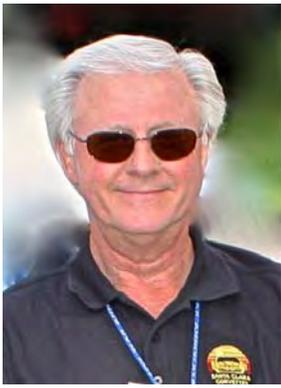
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Social Directors Gary Leighton & Ron Beck



The trip to Wine and Warbirds went very well, starting in San Jose at 7:30 on Sunday 5/20. A short stop in Gonzales for a necessary break followed by arrival at the Estrella Warbirds

Museum where they have a great collection of not only vintage and semi-modern aircraft but also an outstanding car collection including a **vintage corvette**.

Next we are off to lunch while tasting some very good wines at the Cass Winery. I think the pulled pork sandwich was best but the crab cakes made a good showing also.

Can't stay too long as we are expected at the Sculpterra Winery. As the name implies Sculpterra features large metal sculptures. Actually my favorite was the pick-up truck door with the dog in the window. We had a private tasting on the covered patio with a breeze blowing away our tasting sheets. The grounds were as special as were the wines with live music, bocce ball, and great places to just hang out and enjoy the weather.

Well, no time to just hang out, we were off to Tobin James where we had our designated tasting bar where the wine flowed quite freely. Everyone remembered that we were driving Corvettes and kept the tastes under control so to be able to keep the cars under control.

Finally we were off to the Holiday Inn Express where we were greeted with coned off parking right in front. Instant car show! The hotel manager arranged for us to have a happy hour (they don't do happy hour on Sundays) with more wine, beer, and snacks. **Steve Wells** took a group to AJ Spurs for steak dinners, and 2 other groups took off

for local eats. The hotel, recently remodeled was very good to us including breakfast in the morning getting us ready for the day.

Off to Steinbeck Winery in 2 groups. Steinbeck opened early for us, a

small and very special winery took us out for tours of the property and history and viticulture talks along the way. They have some outstanding wines here. Even **Dave Johnson** approved! They are credited with saving lives of the crew at a WW2 bomber that crashed on their property while it was being ferried cross country and got lost. Speaking of lost, **Dave and Nicole** managed to save a lost dog and **Cindy Steinbeck** offered to care for the pup until he could be re-united with his owner.

No time to get bored here, off to the Soledad visitors center where we were greeted with a catered lunch supplied by Tacqueria Pacheco.

LisaJo Duffy, was our host who gave us a nice talk about Soledad and the local area and history. Very entertaining. Since 2 of the wineries gave **Carol Beck** a bottle of wine we raffled them off; the Wiley's and Castellanos's each took home a nice bottle of wine. Since the guacamole was a teeny bit hot we followed lunch with a scoop of ice cream across the street at Lolita's.

After this we were headed home in a couple of directions. Time to start planning the next event.

Gary and Ron

SCC TGIT Event at Pizz'a Chicago
on May 17th



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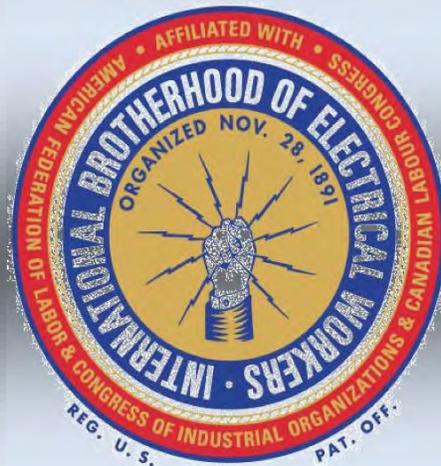
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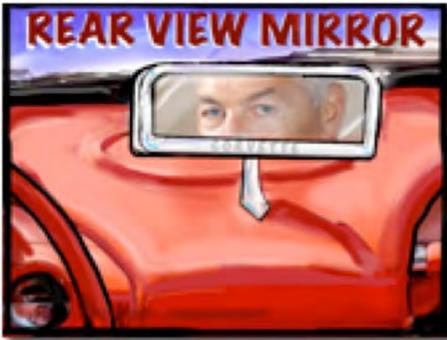
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Keith Mendia: Historian

HISTORY OF CORVETTE PACE CARS AT THE INDY 500

It is interesting that although Zora Duntov was the most influential person at GM regarding the importance of racing and engineering development in the making of GM cars, none of his prized Corvettes were ever pace cars for the Indy 500 during his employment.. I thought it would be interesting to see how Chevrolet and the Indy 500 have interacted over the years.

The first Indy 500 was run in 1911. Ever since that first race, the Indy 500 has used a “pace car” to form the field and create a “flying start”. Over the years the pace lap has been 1, 2 or even 3 laps and the pace car was only used for the start of the race and not for forming the field on caution laps so speed and handling was not really a factor. In recent years, celebrities from various vocations have driven the pace car. In 1971 the driver of the Dodge Challenger pace car crashed into the photographers stand at the south end of the pit area and injured several people.

I did not find any criteria on how the model of car was chosen to pace the race in the earlier years but clearly performance cars took the spotlight beginning in the late 1950’s. The first Chevrolet to pace the Indy 500 was a 1948 Chevrolet Fleetmaster 6 driven by former Indy 500 winner, Wilber Shaw. The second time Chevy had the honor was in 1955 with a Bel Air V8 driven by GM President, Thomas Keating.

The first Corvette to have the honor as pace car was the 1978 C3 with special paint and graphics driven by former Indy racer and Chevy dealer, Jim Rathmann. Since then, Corvette has paced the Great Race 15 times including the upcoming 2018 race. Shown in table below is a list of Corvettes that have had the honor of pacing the Indy 500 and their drivers. Since 2002 General Motors has had an “exclusive” contract with the speedway to provide pace cars and other official vehicles. Chevrolet also has a contract to provide pace cars for the Brickyard 400 NASCAR event there since 1994. (GM must have an awfully good salesman in the Indianapolis area!!).

Over the years, GM has provided Indy pace cars 52 times, Chrysler 13 times and Ford 11 times. As stated above this year will be the 15th time Corvette has led the field. Camaro has done so 9 times and Mustang 3 times.

As I write this article 2 weeks before the race, the name of the honorary driver of the 2018 pace car – 755 horsepower ZR1 Corvette has yet to be named. I am inserting the name of the driver of the pace car as it was finally released today (5/21). It is **Victor Oladipo** who plays for the Indiana Pacers NBA team (they should have chosen one of our Warriors!)

I hope you enjoy the race and this brief history of Corvette Indy Pace Cars. Zora would be proud.

Cheers, Keith

YEAR	COLORS	MODEL	HONORARY DRIVER
1978	2-tone grey	coupe	Jim Rathmann
1986	yellow	convertible	Chuck Yeager
1995	red/white	convertible	Jim Perkins
1998	purple/yellow	convertible	Parnelli Jones
2002	red	coupe	Jim Caviezel
2004	white/blue	convertible	Morgan Freeman
2005	red	convertible	Colin Powell
2006	red/white/blue	Z06	Lance Armstrong
2007	burnt orange	convertible	Patrick Dempsey
2008	greenish yellow	Z06 – E85	Emerson Fittipaldi
2012	white	ZR1 coupe	Guy Fieri
2013	blue	C7 coupe	Jim Harbough
2015	white	Z06 coupe	Jeff Gordon
2017	white	Grand Sport cp.	Jeffrey Dean Morgan
2018	blue	ZR1	?





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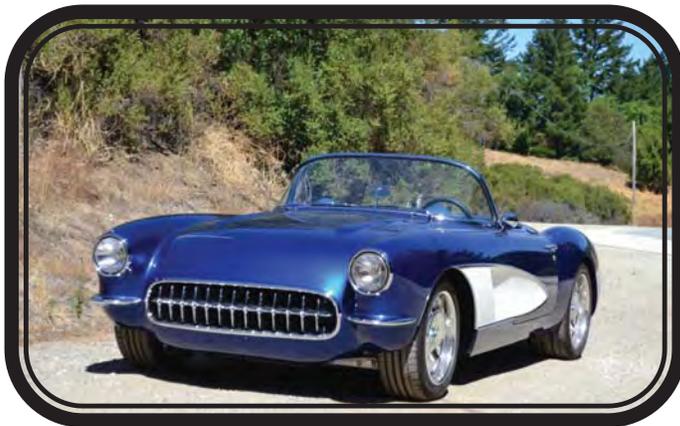
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Malcolm Lawton: Competition, Motorsports

Hello June, the month of the Summer Solstice, the longest day of the year! Late April and May brought a lot of Autocross and track action. Solano Auto X was held April 14 and 15. Unfortunately, I could not go, but SCC was well represented

and we won a Club Par award. Conversely, There were only two SCC representatives at the May 6 Sonoma Nord Fjord 82 Auto X. I thought I might get the award for the furthest distance traveled, until I saw Don Herzer..... The course was well laid out for the space available, with run times of around 30 seconds. My first run felt like I was on ice. Was it that the tires were cold, or I hit the gas a little too much? Only the cone I dragged for the rest of the course knows for sure 😊

Regarding 2019 Marina Auto X dates, We had to submit our requests May 1 at 12:01 AM. (Thanks to Reesa for staying up to do the submission). We obtained 6 weekends of Auto X for 2019! Due to the loss of the Cow Palace site, and the news that the FAA has stopped the Mojave Mile in Southern California, a small committee has been formed to

explore possible additional Auto X venues. I will keep you informed of the committee's progress

For some of us, work prevented participation in the recent Thunderhill track days May 9 to 11, while others were able to enjoy it. For those who enjoy drag racing, Vette Magic Drag Races will be September 9th, 2018. Sonoma Raceway will have their Wednesday Night Drags June 6, 13, and 27 however these are not Vette specific. Looking forward, American Autocross has a weekend event May 19 and 20, June 9 and 10 at Crow's Landing. Breaking bad news: Solano Community College has cancelled autocross at the college. Our first Auto X will be July 14 and 15 at Marina. Looking forward to seeing you there. Be sure to mark your calendars!

Have you seen the June issue of Car and Driver with the 2019 ZR1 on the cover? On page 36 is the article about seeking top speed on the Texas Mile. What top speed did they achieve and what limited them? You'll have to read the article to find out.

Malcolm



North Bay Corvettes
NORD FJORD 82
Autocross



Thunderhill Track Days
May 9-11, 2018
Stuart Calhoon with his C5

GRAND SPORT CORVETTE

BY GREG SELZER

Z06, ZR-1, Z/28, Z-71. As many of you know the Z-codes are special Chevrolet performance option codes. For example 1963 was the first year that with a single option code, Z06, you could specify a track ready race Corvette. The original Grand Sport on the other hand was not an option code. It was a specially built race car designed and assembled to take on the best GT cars in the world.

In 1961 the FIA modified the GT class rules to allow unlimited engine displacement. This would allow the American car companies to compete in the class using their existing large displacement pushrod V-8 engines. (vs European companies using smaller displacement, higher revving, overhead cam engines).

In the summer of 1962, since GM continued to honor the AMA racing ban, Zora Arkus-Duntov began to secretly develop what was initially referred to as the 'Lightweight'. Zora understood the limitations of developing a production Corvette to compete internationally in the GT class with companies like Ferrari. The biggest issues were weight and brakes. He also expected that the C2, which hadn't started production yet, would be bad aerodynamically, (how bad he couldn't yet appreciate!).

So Zora and his engineers envisioned a special built race car that would look like a production Corvette but which shared only the appearance of a 1963 C2 and some of the chassis geometry. There were almost no parts in common between the two.

The Grand Sport had a custom tube ladder frame made of 4 1/4 and 5 inch round steel tubing and weighed 160 lbs. The body was made of .040" thick fiberglass and weighed 375 lbs. Other features intended to keep the weight down included Plexiglas side and rear windows and fixed headlights under Plexiglas covers. The finished cars weighed around 2000 lbs., 1000 lbs. less than a production Corvette.

To address the brake issue, the car would be equipped with 4 wheel disc brakes, (not yet available on production Corvettes). Zora's team decided to solve the aerodynamics problem with more horsepower. They began developing an all aluminum 377 cu in dual plug, hemi head engine. They expected the engine to produce around 550 horsepower at 6500 RPM. (For comparison, in 1962 at Le Mans the winning Ferrari had a 4-litre V12 engine developing 390 hp)

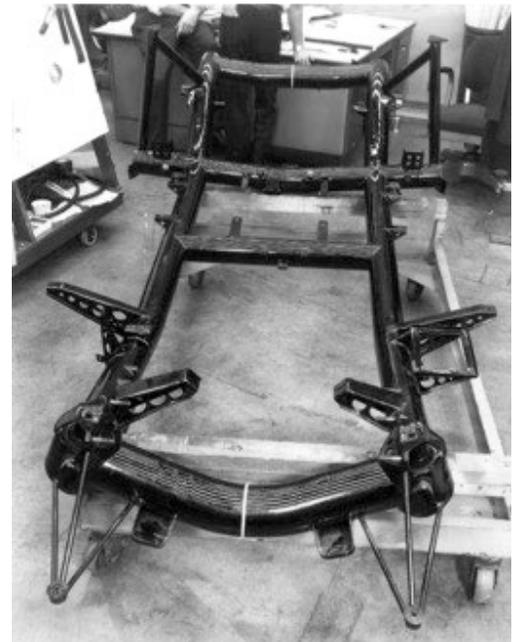
The first Grand Sport was ready for testing at Sebring in December 1962. Using an aluminum block, fuel injected 327 motor producing about 380 horsepower, the car ran 3:01.5 on a modified race course. The official track record was 3:12.4. The corrected time for the test session put the Grand Sport somewhere near the track record. The car

was fast but the brakes quickly heated up so a design change to vented rotor disc brakes was put in motion and would prove itself an effective solution.

Rumors had been circulating within GM that racing cars were still being developed despite the AMA ban. Just as had happened with the Super Sport, GM executives issued a memo in January 1963 to cease all operations immediately. So development of the Grand Sport came to a screeching halt. There would be no international GT Endurance racing. But the 5 completed cars were not ordered to be destroyed....

1963 - - The Cobra Strikes

In 1962, Carroll Shelby sold his first Cobra and by the end of the year he had sold about 75. Because of this, in 1963 the SCCA put the AC Cobra in the A Production class, previously owned by the Corvettes, and the Cobra would proceed to eventually dominate the races. The Cobra was



Grand Sport Tubular Ladder Frame

really a limited production car, and weighed 1000 lbs less than a Corvette. "Production" Cobras cost around \$6000, when Corvettes sold for around \$4000 and the factory race prepped cars were closer to \$10,000. Chevrolet would argue to no avail that the car should really be in C Modified where it proved to be competitive with GTO Ferraris and the like. Corvette fans were incensed, and Cobra fans were having a lot of fun at their expense.

So Zora, being Zora and likely trying to give Corvette fans something to cheer about, loaned 3 of the Grand Sports out to 2 prominent privateer Chevy racers and continued back door support of their development. They would be classified as C Modified cars by the SCCA. But without ongoing factory development top results were hard to come by. Grady Davis a Gulf Oil Research executive, ran a top notch and well funded team that would eventually win the first overall victory for the Grand Sport at the Watkins Glen Nationals in August.

Davis wanted to expand his effort and asked Zora for three cars with the intent to also race them in Europe. Even though this was Zora's original vision he now balked, possibly expecting heat from the executives again. After all his investment in improving the car Davis was incensed by the lack of commitment by Chevrolet. He decided to drop the Grand Sport, and Chevrolet, completely and would eventually be a key player in Ford's successful GT40 Le Mans effort.

The cars were returned to Detroit in the fall of 1963, and Zora continued to use the Grand Sports for racing development.

Nassau Speed Week 1963

From 1954 to 1966 a promoter in Nassau sponsored a weeklong series of off season races that drew teams from both Europe and the United States. It was the only event where visitors could see the latest race cars from around the world in one place. It attracted world famous drivers and became known for its wild party atmosphere.

Chevrolet racing insiders from General Manager Bunkie Knudson on down were very frustrated by the GM racing ban and decided to showcase their capabilities at the Nassau races in December. Three Chevrolet prepped Grand Sports were delivered to another first tier privateer race team, John Mecom Jr, to campaign at the races. So was a small army of engineers. There were no championships involved here, they just wanted to show Ford what could happen if Chevy was allowed to race.....



Grand Sports at Nassau Speed Week 1963

In qualifying for the first event, the 99 mile Tourist Trophy on December 1st, the Grand Sports qualified 11 seconds a lap faster than the Cobras. The undeveloped race cars would drop out of the race with overheating differential problems. These were fixed quickly and the cars would be ready to race again on December 6th.

Editor Note: The Automobile Manufacturers Association (AMA) ban started June 6, 1957 and was in direct result of a crash during the 24 hours of Le Mans race where 77 people were killed and many more injured in 1955.

The Grand Sports finished the 112 mile Governors Cup on the 6th in 3rd, 4th and 6th overall, (first, second and third in the prototype class). The highest placing Cobra was 8th.

In the 252 mile feature Nassau trophy race on December 8th the Grand Sports would finish 4th and 8th overall, (1st and 3rd in class). An AC Cobra finished in 7th.

Buoyed by the Nassau results, the Grand Sport team began preparations for races at Daytona in February and Sebring in March, including the conversion of the remaining 2 coupes into roadsters. (The reduction in frontal area would reduce aerodynamic drag at the high speed tracks).

Grand Sport Roadster

But the GM executives read the racing headlines and gave Chevy General Manager Bunkie Knudsen, (a silent supporter to Zora and the rest of the performance team), the final blow. He was told to knock it off or lose his entire executive bonus-equal to his annual salary. Grand Sport racing was over.



The Grand Sports were sold and saw limited success in 1964 except for a Tourist Trophy race victory again in Nassau. They would race for a couple more years before being retired.

The Grand Sports never participated in the GT racing class for which they were designed. They saw only limited success in the C Modified class in SCCA racing. Their only time in the sun was at the Nassau races in December 1963. But that week they demonstrated what could be if the handcuffs were removed from some very dedicated racing people at Chevrolet. The story became legend and these non-championship racing cars are now some of the most valuable cars in the world, estimated by Haggerty to be worth between \$6M to 8M dollars each in 2013.

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Editors of Consumers Guide, (2007), *Corvette 50th Anniversary*, Publications International, Ltd

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To Be Continued Next Month



David Johnston: Competition Car Show

They just kept coming...that was what we experienced at the VTA Park & Ride Lot waiting for the caravan to get assembled before the short drive to the **Classics & Coffee Car Show at Al Thompson's**

IBEW Building. We ended up with what would have been Club Par if they were awarding such a thing-29 Corvettes (plus an AMX, '53 Buick and a Lexus SUV). We were hoping for a good showing for what might turn out to be a potential new sponsor and we surely reached that goal... and then some. In addition to the donuts and coffee



there was plenty of conversation and camaraderie amongst the participants as well as several SCC cars no one had ever seen before. **Ron and Carol Beck's** brand new C-7 Grand Sport (gray with red stripe); **David and Nicole Wilson's** C-2 red roadster and new member **Joe Ricci's** silver '63 split-window (a definite popular attraction).



During the show our hosts reminded us to vote for the Best of Show Award to be handed out at the end of the show so we were waiting until 11:00 for that

announcement. The first annual Best of Show was awarded to our very own **Rob Lezama** for his "Black Mamba" C-7. There was no Second Place award but, according to **Shirley Martin** who helped count votes, it would have gone to **Joe Ricci** for his beautiful '63 split-window.

After the show and award, 16 of us met at Famous Dave's BBQ at The Plant nearby for for a sumptuous BBQ lunch.



Another car show last month that surprised everyone with S C C participation was the **10th Annual Abel Corvette (and all other GM products) Show** at their dealership in Rio Vista. We showed up about 30 minutes before the official opening of the show but only had to wait about 5 minutes

to enter their lot because there we're so many cars that the line was obstructing traffic on the nearby bridge. 16 cars made the caravan from Milpitas and were joined by 3 more once we arrived. Yet another non-existent Club Par award we would have won. As usual, there were Corvettes galore to view and discuss including three 2019 beauties with special sale prices that drew considerable interest.

Most of us departed shortly after noon, heading for the **Niehans'** house where a last-minute feast was waiting thanks to **Dan & Tish**. As usual, no one left hungry and there was enough left over for another party-except for the ice cream since Jack was present.



There are plenty of car shows coming up on our calendar and plenty of fun to be had so be sure to sign up soon!

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Membership Director: Cliff Martin

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SCC Historian: Keith Mencia

408-268-7411 kmencia@comcast.net

WSCC Representative: Paul Petach

408-257-0340 sultra110@gmail.com

National Corvette Museum Ambassador:

Buzz Marston

408-353-3500 buzz@wscs.ws

Webmaster: Andy Hoepfner

510-449-2639

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408-267-8849 cambrown47@gmail.com

Club Wear Chair: Shirley Svindal

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FIRST CLASS GLASS

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SCC Upcoming Events!

JUNE 2018

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

JULY 2018

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				

- 6 Business Meeting, starts at 7pm
- 9 North Bay Autocross **CANCELLED**
- 9 13th Annual Capitola Car Show
- 10 North Bay Autocross **CANCELLED**
- 10 13th Annual Capitola Car Show
- 14 Thursday Night Live, Man View
- 16 Vette-O-Rama 48 Car Show
- 26 Santa Clara Corvettes @SJ Giants
- 27 Board Meeting, starts at 6:30pm

- 5 Business Meeting, starts at 7pm
- 14 SCC Autocross at Marina
- 15 SCC Autocross at Marina
- 22 SCC Annual Picnic
- 22 Saratoga Classic Car Show
- 25 Board Meeting, starts at 6:30pm

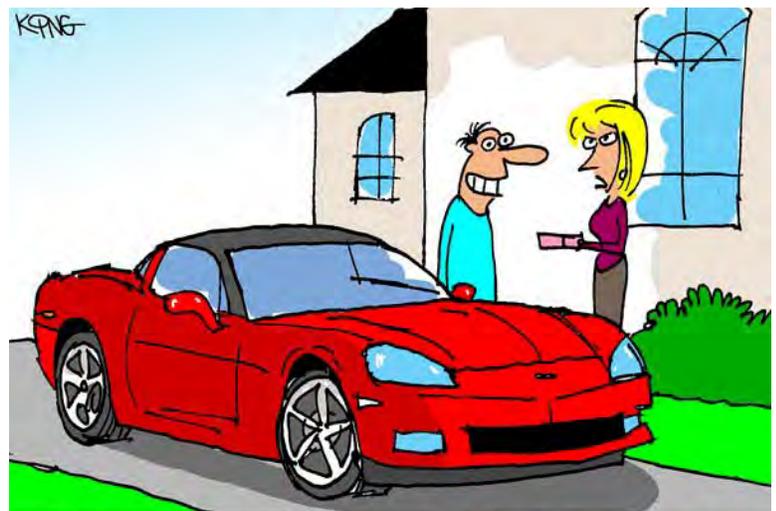
*Some dates may be added after this goes to press so always check the sccorvettes.org website for the most current information

June Birthdays

- 03 – Marilyn Powars
- 04 – Sue Kennedy
- 05 – Andy Hoepfner
- 05 – Mary Ann Kono
- 07 – Paul Petach
- 07 – Steve Smith
- 10 – Donna Courtney
- 15 – Ray Gee
- 16 – Gloria Fuerniss
- 19 – Vincent Alomia
- 20 – Walt Kimball
- 24 – Jaye Eriksen
- 29 – Scarlett Reed

Anniversaries

- 1995 – Bill Kojak
- 1995 – Renee Kojak
- 2002 – Liz Bronner
- 2002 – Rick Bronner
- 2003 – Cheryl Klynn
- 2003 – Lee Klynn
- 2009 – Georgianna McDonald
- 2009 – Dave Thomas
- 2010 – Marie Buck
- 2010 – Raymond Buck
- 2013 – Nancie Kalivoda
- 2013 – Tom Kalivoda
- 2014 – Gary Leighton
- 2014 – Geneva Leighton
- 2016 – Wayne Dorsey
- 2016 – Larry Osborne
- 2017 – Blair Barbour
- 2017 – Katherine Barbour



“For our anniversary, you bought me chocolate, and yourself a Corvette. And you don’t see the problem here?”

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WARBIRDS AND WINE IN PASO ROBLES MAY 20 & 21, 2018, CONTINUED



Santa Clara Corvettes is a not-for-profit organization formed to appreciate the Chevrolet 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.