

# First Class Glass



The Open Road



**February 2020**



The official newsletter of Santa Clara Corvettes

Volume 45, Number 2

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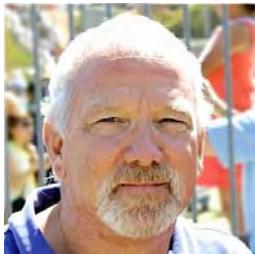
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## **Hooked On Corvettes**

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# Greg Selzer – President



Want to do something with your Corvette? Well, do we have a year for you!

As those of you who attended the January Business meeting could tell, there are going to be a lot of things going on in Santa Clara Corvettes during 2020. As far as social events are concerned, by the time you see this, we will have already had the SCC Banquet and Dave and Nicole Wilson's Super Bowl party, both of which I'm sure will be excellent. Along with our TGITs and club picnic this year, Linda and Cheryl are working on many other special events, including a visit to an outstanding local private car collection. Check out their column for details.

Romulo will be keeping an eye on all the local car shows and is also putting together a road trip to the biggest Corvette show on the west coast, Plastic Fantastic, in San Diego in May. It may be the biggest, but we all know it's not the best. That would be our own Corvette Spectacular, which will be on September 20th this year. Please plan to be a part of this great event.

Speaking of road trips, there are three others currently being planned, including trips to the Grand Canyon and the Pacific Northwest. Keep an eye on the club calendar for dates and details. Our Corvettes are excellent GT cars, and these trips are a great way to enjoy them.

In Motorsports, after some serious nail biting due to the loss of our Marina venue, Stuart and Collins have successfully contracted a new Autocross facility in 2020 that will keep the legendary Santa Clara Autocross tradition alive. (Okay maybe that's a little hyperbolic—I can't help it). If you haven't already tried it, take advantage of these great events and get a small glimpse into what our Corvettes are capable of.

So whether you are here to enjoy the company of great people at our social events, to enjoy car shows, want to enjoy travel in very good company, or want the adrenalin rush of automotive competition, you can experience it in Santa Clara Corvettes. I encourage you to explore any activities that you haven't already tried and get to know the people there. I know you'll have a lot of fun.

**Greg Selzer**

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## About the Cover

Santa Clara Corvettes is planning several out-of-state road trips for later in the year, so our theme is the open road. As the cover picture shows, it often doesn't matter where we came from or where we're going to. The beautiful scenery along the way contributes to a fun drive, just as it did on this trip. This particular view, taken on September 12, 2013 with eight Corvettes visible in the caravan ahead, was from one of the great Yojack adventures, the **Arches National Park/Grand Canyon Run**. We were heading northbound along Utah highway 95, at mile marker 55. But we can't actually see any mile markers, because the photographer idealized the view by removing all the little side markers and a few less than lovely signs from the picture. Amazingly, sleuthing on Google Street View years later provided the precise location.





## Al Thompson – Membership Director



### Greetings Santa Clara Corvettes!

February is a fabulous month to celebrate. Whether you love being single, love being in love, love the leap year, or are just in love with your Corvette. However you choose to celebrate, enjoy and have a Happy Valentine's Day! The New Year is off to a great start. Exciting things are in store for Santa Clara Corvettes, and we want to make sure everyone can participate. If you have renewed your membership, I thank you. But if you have not renewed, or we have not received your renewal by December 15th, 2019, this past month some of you received an email prompting you to renew your membership if you hadn't completed renewal by the close of 2019. If you didn't receive the reminder, then we probably don't have your correct email address. Please ensure all your contact information and email address is accurate and up to date on our website, as this is our preferred method of communication.

Now, if you have not renewed your membership, no worries. You can do so at the meeting on February 5<sup>th</sup>. Just stop by the membership table and fill out the renewal form.

Please note that in order to maintain an accurate roster, all renewals will need to be completed by the 15<sup>th</sup> of February. Memberships not received by February 15<sup>th</sup> will be considered delinquent and will be deleted from the website.

February is looking pretty good, and here's what's been going on:

1. 7 new membership packets were mailed.
2. 52 renewal notices were emailed.
3. 159 members have renewed.
4. Currently 211 members on our roster.
5. John Abraham joined January 12<sup>th</sup> and is a very proud owner of a red 2006 coupe.

Please continue to share with others what Santa Clara Corvettes is all about as we continue to grow our membership.

Thank you for your support.

Until next month, enjoy the journey and remember what's behind you doesn't matter.

*Al Thompson*

### Remember when... Historian

continued from page 22

Los Altos Village Association really is behind this event. We had 171 Corvettes registered for the show with 158 showing up. 61 of those cars were SCC members. We also had 7 vendors at the event, some of who were sponsors as well. Cost of the show was \$40 for WSCC members and \$45 for non-members. We sold out!!

Our Membership Director, **Gary Kono** reported that we started the year with 177 members (we ended 2015 with 243) and membership steadily grew to 213 where we ended the year 2016. This is a very manageable number for us.

First Class Glass was once again an award winning publication. **David Johnston** continued to make this chronicle the activities of our club and members with many color pages and interesting articles. The magazine ranged from 2 to 32 pages depending on the number of articles. Here are some highlights of articles that were included. *What's News* (what our members were doing), *Whose Corvette is That Anyway?* by Phil Moser, *Mystery Big Block*, *SCC 1975 Good Times* by Geno Brickey, *Mid-engine Corvette?*, *Warner's European Vacation with Svindals & Klynns*, *First Corvette Spectacular* by Mary Pozzi, and Historian articles summarizing some SCC years, Location of past WSCC Conventions, and how

to use the Historian Website. Speaking of Website, we were continually upgrading the club website.

First Class Glass was proud to have the following advertisers in 2016: Hooked on Driving, Ron Fellows Performance Driving School, Campbell Auto Restoration, Capitol Chevrolet, Automotive Enterprise, Strike Brewery, Espana's Collision, Borelli Motorsports, Century Stereo, Momentum Chevrolet, Active Autobody, Skip's Tire, Deep Reflections, Xceed Financial, State Farm Insurance, Custom Alignment, Abel Chevrolet, CA Best Insurance, Turn Bar & Grill, Race St. Rally, America's Tire, Bascom Upholstery, Boardwalk Chevrolet, B&B Custom Design, Frog's RV Storage, & Coldwell Banker. Thanks to **Phil Moser & David Johnston**.

Santa Clara Corvettes was proud to donate significant money to the following 3 local charities: JW House, Santa Clara, Silicon Valley Humane Society, Milpitas, and One Step Closer Therapeutic Riding, Morgan Hill. We are proud to make a difference in our community.

As you see, it was a very busy and fun year for our club. We think it is the best Corvette club anywhere! Zora is smiling.

*Keith Mendoza*

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**Steve Wells**  
**Publications Directors**



**Geno Brickey**

This is the first issue of *First Class Glass* produced by newly returning Publications Director, Steve Wells. It demonstrates the previously suggested differences from the January issue, especially in one special new feature: the cover reveals the numbers, Volume 45, Number 2. The sequence numbers have not appeared during the past two years. Did you miss them? An even better question is: what does Volume 45 mean? In determining the number to use, I compared the issues from assorted past years and made an interesting and somewhat disconcerting discovery. There is a big discontinuity from Volume 29, Number 12 of December 2009 to the very next issue, Volume 35, Number 1 of January, 2010. What happened, and is there something that should be corrected, and if so, how?

Although some form of newsletter appeared at the beginning of Santa Clara Corvettes in 1975, the first issue of *First Class Glass* appeared in 1981 (or so I've read). That year began Volume 1, and 28 years later, Jeff Sprague labeled the volume appropriately as 29. (In case you didn't know, the issue number is simply the number of the month. This month is February, thus Issue 2.)

Dave Johnston published FCG the following year, 2010, which was Santa Clara Corvettes' 35<sup>th</sup> anniversary. So he labeled the volume in sync with the anniversary year. Since then, each year has incremented by 1, and we now have Volume 45 for SCC's 45<sup>th</sup> anniversary. Because the number gap jumps forward, no issues have identical numbers, so we don't have to do anything to maintain a recognizable historical flow. Enjoy reading, and feel free to offer constructive comments, or even some grumbling, about this latest issue of FCG.

*Steve Wells and Geno Brickey*



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**Cheryl Klynn**

## Social Directors

Linda and I hit the ground running this month. So many great ideas and suggestions to follow up on. We have planned some fun and different experiences that we think you'll enjoy.

January saw the **SCC Awards Banquet** at Villa Ragusa in Campbell.

And by the time you read this, our **Super Bowl Party** will be history. I don't have a crystal ball, but all I can do is cross my fingers and say "**GO NINERS!**". I'm sure we will have a ball!!

February 20 will be our first TGIT of the year. Alan Templeton facilitated SCC visiting one of his favorite dining spots, **Casa Lupe in Sunnyvale**. Please join us for adult beverages and great Mexican cuisine from 5-7 that evening (note the time change from previous years). I'm a big fan of Casa Lupe. During lunch on a recent Saturday the couple sitting next to me ordered an interesting drink. I asked, "What is that?", and they replied "Chupacabra". It's not on the menu, but I understand it is the most ordered drink at the restaurant. Not for the faint of heart I'm told.

March 14 will be SCCs first "**Drive for Pi**". We will be back-roading from Almaden Expressway (location and timing to follow) to Watsonville's favorite orchard/pie shop Gizdich Ranch for lunch and/or pie. They offer custom made sandwiches and amazing pies. I'll be taking pre-orders for sandwiches at the March meeting. We will have reserved parking. Be sure to sign-up at the February or March business meeting. What better way to celebrate 3.14159265359?

For March 21 I think I've captured a Unicorn. Details are still under construction, but we may have a rare visit to the **Mozart Foundation Automobile Museum**. This is a wonderful opportunity for SCC to view an extensive collection of amazing machines. The museum is now closed to the public, but hopefully SCC will gain access. More details to follow with sign-ups at the March meeting.

**Linda Lariz**



April 18 will take SCC on a drive to the Marin Headlands to visit the **Nike Missile Site SF-88**. We recently did a preview visit with the Menda's, and to our delight, our guide was David Kreutzinger of DVC. He was stationed at the site in 1969 when he was 19 years old. The site is usually open for docent-led tours on only the first Saturday of the month, but David agreed to open for SCC to have a private tour on Saturday, April 18<sup>th</sup> from 12:30-2:30. It's very impressive, and I'm grateful he's made this available. We'll enjoy a late lunch/early dinner after the tour. Details and sign-ups at the March and April business meetings.

Our annual SCC picnic has been booked for **Sunday, July 19<sup>th</sup> at Hellyer Park** again. The shaded picnic area is a great place to relax.

For fun in the distant future, Carol and Ron Beck have set up a road trip to ride the rails to the **South Rim of the Grand Canyon** at the end of September after we've survived the Spectacular extravaganza. I am bringing this up now because reservations for the Grand Canyon Railway & Hotel package need to be made **ASAP** to be sure that we can all be together. Each member will be making their own reservations at [thetrain.com](http://thetrain.com) or 303-843-8724. We are booking the **AAA 3-Night Rails to the Rim Plus** package for September 28<sup>th</sup>, 29<sup>th</sup>, and 30<sup>th</sup>, and choosing the **Luxury Parlor Car**. If you don't have a AAA card, you can still upgrade to the same activities. We'll spend 2 nights in Williams, AZ and 1 night at the South Rim. The train ride, a few meals, and a bus tour are included. The reservations agents are very helpful, so calling is a great way to go. **Complete instructions are on the SCC website Events Calendar** and for more help call Carol, Linda, or me, Cheryl.

We are still working on a tour of the Amazon Fulfillment Center in Tracy and more. As always, keep your eyes on the online calendar for details.

Respectfully submitted,

*Cheryl Klynn and Linda Lariz*

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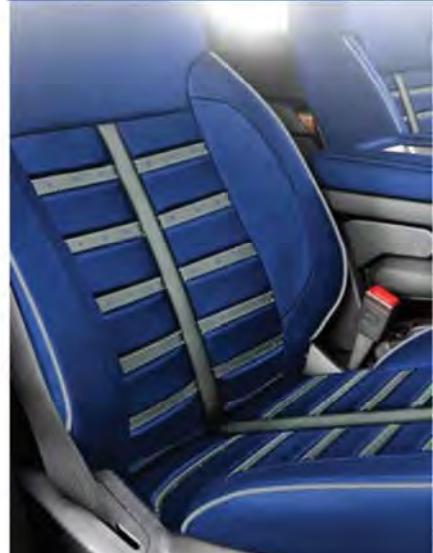
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# Rich Wilhoff

## Testing the C8 Corvette at Spring Mountain

As many of you know, thanks to social media and word of mouth in our Corvette community, I recently spent a couple of days down at Spring Mountain Motorsports Ranch attending GM's 2020 C8 Corvette training. Before heading down there, I must have been asked a thousand times what I thought of the new mid-engine Corvette. I've told everyone that I wanted to refrain from making any guesses until I had a chance to not only see one in person, which I did at SEMA, but also until after I had an opportunity to drive one. I knew this training was going to happen before the release of the car, but we didn't learn until recently what our dates would be. The moment we received word that we could sign up, we quickly took the first available date, and the wait began.

On Wednesday, 1/8/2020, Derek Abel and I took the short 75 min flight to Las Vegas. We quickly grabbed a rental car and headed out to Pahrump Nevada, just a short 50-mile drive from the Las Vegas airport. We arrived in Pahrump and met up with some friends for dinner at a local steakhouse.

We finished dinner, headed back to the hotel for a good night's sleep, and made sure our phones were charging all night, anticipating a lot of pictures being taken the next day.

Thursday morning, we headed out to Spring Mountain, and the staff

got us parked, registered, and headed over to the big tent that GM had set up for us. We walked in and immediately were asked to hand over our phones. What, no phones allowed? Well, phones were permitted, mostly in case we needed to take an important call, but the special tape was installed on all camera lenses of our phones to prevent any pictures. We also had to sign an

agreement stating we would not remove the tape or take any pictures. Everyone was bummed out, but GM explained that the car was up for several prestigious awards in the coming weeks, and they didn't want anyone to be swayed one way or the other until after their media week took place. Maybe they thought we wouldn't like the car or something ... Yeah right!

We got over the heartburn of no pictures and quickly settled in with the other 23 GM dealers, also attending this training. Dealers from all over the nation had sales or service staff attending, so we got to meet a few new folks over a couple of days. When you get a bunch of Chevrolet dealers together, surrounded by a race track, new cars, and lots of cool people, we can easily find stuff to talk about. We were divided into groups of five or six people, given name badges, schedules, and team leaders to follow. The first thing we were told was that throughout the next 1.5 days, we would never be more than 60 minutes away from driving the brand new C8 Corvette. I'm cool with that because it's what we all came here for.

We took a look at the schedule and found that we'd be driving the car on a small autocross course, a wet skidpad, and, best of all, a couple of sessions on the road course. Between each driving exercise we had a 50-60 minute



classroom session with GM trainers. We'd go through a power train session, a design/interior session, a summary of the development of the mid-engine C8, and a customer experience module. Each of the enthusiastic trainers had their specialty, and they were here to share as much information as possible.

## Testing the C8 Corvette at Spring Mountain

continued

Our group (the red group) headed out to the autocross course first. We walked over and saw a C7 sitting next to a C8. The trainers told us that we'd be making a direct comparison of the two cars, back to back, on the autocross course. We'd get in the C7, pull up to the line, and then do a lap. He wanted us to take some mental notes regarding acceleration, traction (it was only 38 degrees outside), handling, and braking. Immediately after completing the lap in the C7, we jumped into the C8 and did the same thing. Within the first 50 feet of accelerating in the C8, it was very clear just how well this car was able to put the power down. There was no drama, very little tire spin, and a nearly effortless run up to 60 MPH.

I had read the magazine articles about the C8 having understeer, and I was worried it might be true. Well, it wasn't. In fact, the C8 seemed to turn in quicker and with less understeer than the C7. The car seemed to rotate well, and it came out of the slow speed corner they had set up with much more forward bite than the C7. Right as I was hoping we'd get another lap, it was time to move on.

Next up were the history and background of the new mid-engine design. We all knew this was planned for a while, but they explained why GM waited to release it this generation and all the benefits behind the mid-engine design. For comparison sake, they had a complete

material is required. It was also apparent how much better the visibility is out of the C8. The frontal visibility was increased by nearly 40% by shortening the "hood," moving the driver forward, and changing the angle of the



front end. The interior also has a little more room for the driver, with 1" more seat travel and 1" more headroom, perfect for those of us who wear helmets at autocross and track events.

The group leader walked in and told us we needed to walk over to the road course. We had two sessions on the track. The first was more of an introduction and some moderately paced laps to learn the car and course. We all took turns doing a lead-follow for a couple of laps, cycled through so each driver had a chance to lead and then pulled off to allow the other half of our group to

drive. Although we didn't push the cars hard in this session, it was obvious how much different the car felt on the track. I was immediately surprised (again) how well the car turned in and how quickly it came off the corner. Knowing we had a second session in a couple of hours, I didn't feel the need to get in trouble yet, so I kept it cool and played "follow the leader."

During our lunch break back in the tent where GM provided salad, grilled chicken, pasta, veggies, and a variety of sweets, we all traded stories of how the morning went, and what we thought of the car. The overwhelming feeling was that this car was better than we all

anticipated. We hung out with the instructors, trainers, and other GM dealers during the 60 min lunch break. Knowing we would go back out on the race track, I finished my light lunch and anticipated having a little more fun in the next track session.



C7 chassis sitting next to the new C8 chassis. Immediately it was apparent how much more forward the driver sits (a little over 16") in the C8. It was also apparent how much structural and crash bracing was added in front of the driver. When you don't have a long nose and a big V8 engine acting as part of your crash zone, adding more

**Continued on page 19**



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## Awards Banquet Pictures



## Awards Banquet Pictures



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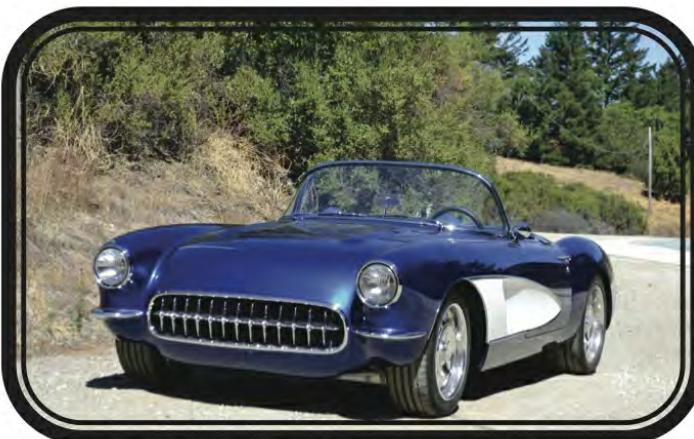


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## Collins Orton Competition Motorsports Directors

The past month, Collins and Stuart have been searching for a replacement venue for autocross, since Marina Airport has gone away. We reported that we had met with Cow Palace staff in mid-December, and a couple of issues had to be resolved. I can now report that the Cow Palace is looking good for 2020.

The requirement for \$5M of liability insurance still remains, but WSCC can get us that coverage for an extra \$3,000 per year (we currently have \$3M of coverage). WSCC doesn't want to pay for it this year, so SCC needs to figure out how to cover that cost. We are exploring getting donations from existing and new sponsors, raising our registration rates a bit, and promoting our events for higher attendance.

With several car clubs losing their access to Marina, we feel pretty confident that there will be a lot of demand for "local" autocrosses, and we should benefit from that.

Previously, Cow Palace had a requirement for an ambulance and an EMT to be on site during autocross events. That requirement, which was cost prohibitive for us, has gone away. So bottom line, we cover the added insurance expense, and we're good to go.

And we're looking forward to returning to the Cow Palace. We did run several events there during 2016, and it's a fun,



## Stuart Calhoon

challenging place to autocross. It's also a more convenient location than Marina, especially for North Bay folks. And it doesn't have the terrible commute home on Sunday afternoons that you get at Marina. It is asphalt, as opposed to the concrete surface at Marina, and it has several undulations, but that just makes for fun courses where you have to account for the terrain changes.

Our immediate challenge is finding four weekends that are open and fit our needs. The Cow Palace is used fairly heavily, so there aren't all that many weekends to choose from. We are homing in on 4 weekends, from among those listed below, and their status is shown:

- Mar 28–29 – **firm**
- May 2–3 – still tentative – 50% chance
- July 25–26 – **firm**
- Aug 15–16 – still tentative, but 75% chance
- Aug 29–30 – still tentative – 50% chance

We should definitely get one of the two August dates—because another group is holding both dates until they decide on one.

### ***Stuart Calhoon & Collins Orton***

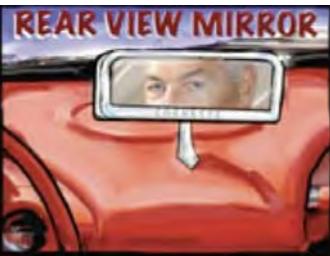
## **Testing the C8 Corvette at Spring Mountain** continued from page 12

The team leader led us all back over to the road course again. The instructors told us that we'd be setting the pace for this session. They would allow us to go as fast as we felt safe, and if we kept the rubber side down, we'd continue to pick up the pace. I was happy to hear that because I really wanted to stretch its legs and get a feel for how the car was when approaching the limit on the track.

We broke off into two separate groups again, and the instructor told me he would let me have some fun when I cycled around to the lead car. I'd been at Spring Mountain before, attended the last C7 training, and a couple of the Ron Fellows level 2 and 3 driving schools, so they knew that I might want to go a little faster than the others in our group. We followed the instructor off pit lane and immediately picked up the pace. The leader of our group, an internet sales manager from Indiana, set the pace for the first couple laps. Once his laps were over, I moved up front and the instructor told me I was clear to start pushing the car. I didn't want to be "that guy" who goes four wheels off during a training exercise, so I decided to keep it at 9/10<sup>ths</sup> and not have to apologize for scaring anybody.

We hit the front straight at full throttle and went from 3<sup>rd</sup> into 4<sup>th</sup>, and into 5<sup>th</sup> gear. The end of the straight was just under 130 MPH before jumping on the brakes, downshifting and turning into T1, which was a fast sweeper. I picked up the throttle where I thought I usually would and immediately realized that I could have been on it sooner and harder. I made a mental note for the next lap. We came up the hill and down into "the bowl turn," once again thinking about how much better the car put power down. On the second lap down the straight, I purposely waited a second longer to hit the brakes, scrubbed off a little less speed and hucked the car into the corner. I rolled back on the throttle sooner than I did before, and the car still let me know I could've been more aggressive. The third lap was the same thing. A little harder in, a little harder off and again the car still wanted more. We didn't get a chance to make a fourth run at it because our session was over, and it was soon going to be somebody else's turn.

**Continued on page 22**



## Remember when...

### Historian

**Keith Mendoza**



The year is **2016** and Zora has not had his C1 out for a drive in a while. His rear view mirror is a little fuzzy, but as he wipes it clean, the Santa Clara Corvettes year comes into focus. He would have liked what he saw!

The C7 Corvette began its 3<sup>rd</sup> year of production and was available as the Stingray coupe or convertible. The supercharged 650 HP Z06 was also available in both body styles. Bowling Green produced 40,69 Corvettes that year and can be broken down as follows: Stingray coupe-52.6%, Z06 coupe-28.4%, Stingray convertible-12.4% & Z06 convertible-6.7%. The most unique special edition Vette was the C7R of which 650 units were produced. Arctic White was the #1 color 21% followed by Black 17% & Torch Red 15% which accounted for over half the cars built. The Z51 option was chosen by 12,737 buyers and the Z06/Z07 track ready option had 4,955 takers. It was interesting to see that the 8-speed automatic 77.3% was chosen over the 7-speed manual transmissions 22.7% by over a 3/1 margin. 675 buyers took advantage of the Museum Delivery option.

Some interesting events that happened in **2016** were: Hillary Clinton was nominated as the Democratic presidential candidate, who would face Donald Trump, the Republican nominee. Mr. Trump of course was chosen as our President in November. The UK voted to leave the European Union (Brexit), Bill Cosby was ordered to stand trial for sexual assault, a terrible fire in an occupied Oakland warehouse claimed 36 lives & our 49er quarterback, Colin Kaepernick decided to kneel for the national anthem on national TV ( How did that work out Colin?).

In the world of sports, the Summer Olympics were held in Rio de Janeiro, Brazil. The Super Bowl was played at our new Levi Stadium in Santa Clara with the Bronco's defeating the Panthers 24-10. The Cubs beat the Indians in the World Series ending a 108 year drought. Our Golden State Warriors lost to the Cleveland Cavaliers for the NBA championship. Denny Hamlin won the Daytona 500 and Nico Rosberg was crowned the F1 Champion and subsequently retired. Legendary announcer, Vin Scully called his final game after 67 major league baseball seasons. That is a lot of "calling."

The best picture of 2016 was "LaLa Land," oh wait, that is a mistake, it really is "Moonlight". Do you remember that gaff by Warren Beatty and Faye Dunaway when they made that unbelievable announcing mistake? You gotta be kidding me !!!!

We lost some famous people in 2016: David Bowie, Prince, Muhammed Ali, John Glenn, and Princess Leah-Carrie Fisher.

Locally at SCC, **Stuart Calhoon** became our new club President and appointed the following members as Appointed Officers: Goodwill Ambassador-**Rob Lezama**, Hospitality Chairs-**Gary & Geneva Leighton**, Club Wear Chair-**Reesa Lawton**, NCM Ambassador-**Buzz Marston**, Points Chair-**Sandy Mendoza**, Webmaster-**Scott Simpson**, WSCC Representative-**Jerry Banks** and Historian-**Keith Mendoza**.

Our Board of Directors in 2016 were as follows: President-**Stuart Calhoon**, Vice-President **Phil Moser**, Secretary-**Mim Petersen**, Treasurer-**Shirley Martin**, Membership Director-**Gary Kono**, Competition Director/Car Show-**David Katz**, Competition Director/Motorsports: **Collins Orton**, Social Directors: **Keith Mendoza & David Wilson**, and Publications Director-**David Johnston**.

The first major event of our year was the SCC 2015 Awards Banquet, which was held at Mariani's Inn & Restaurant in Santa Clara. It was a gala night featuring great food, 2015 slide show, and finally our Awards presentation. The Big Winners were:

**Most Participating Male: Phil Moser**

**Most Participating Female(s) tie:**

**Sandy Mendoza & Shirley Svindal**

**Most Competitive Male: Chuck Vivian**

**Most Competitive Female: Mim Petersen**

**Rookie of the Year: Jeff Sauer**

**CORVETTER OF THE YEAR: PHIL MOSER**

Shortly afterwards it was time to go the WSCC Awards Banquet held at the Marriott Sacramento, Rancho Cordova. Santa Clara Corvettes walked away with the following awards: Most Competitive Club-Car Show and Autocross, Most Participating Club, and FCG won Most Picturesque Newsletter (we are still trying to figure that one out). **David & Keith** had quite a menu of Social Events for the year. Here is a list of most of them, they should bring back lots of good memories: Super Bowl party @ Wilsons home, Death Valley-Barrett Jackson Run lead by Yolanda & Jack Atkinson, Umigo Go-Kart Racing, Uncle Bucks Fishbowling, Trailer Clean-up @ Petersen's Home, Tech Session@ Automotive Ent., Sand-Surf-Suds Run to the Coast, Mozart Automotive Museum Tour, SCC Night @ SJ Giants, Pool Party @ Andy Hoepfner's Home, Thursday Night Live 1&2 Castro St. Mtn. View, SCC Annual Picnic @ Vasona Park, CheeseFest Marin County, Bayside BBQ & Blues (Derek Able Band), Chili Cook-off @ Wilson's Home, Spooktacular @ Wilson's Home, SJ Veteran's Day Parade, Vettes for Vets Pleasanton and the amazing Oh Canada Run sponsored by **Yolanda & Jack Atkinson** that was over 4,100 miles and took 21 days and attended by 34 SCC members. Oh, we did monthly TGIT events to see who had the Best Pizza Joint in the south bay. The winner: Pizza Chicago—WOW—what a year.

SCC Motorsports was really busy as well. **Collins Orton** scheduled 7 autocross events at the Marina Airport and another at a new venue for us, the Cow Palace, which was named the Mad Cow event. A total of 67 drivers turned out for the first-time event and paved the way for future events there. Our autocross events were all WSCC Type 2 events which opened the door for non-Corvettes bringing in some very fast and interesting cars as well as helping staff and pay for our events. Several Track Days were also on our club schedule at Thunderhill and Laguna Seca. Our club also was involved in the Monterey Grand Prix in May at Laguna Seca in working the Corvette Corral and helping with lots of functions there.

**Continued on page 22**



## Romulo Rimando Competition Car Show Director



Based on the review of previous car shows, and some new shows that may be of interest to SCC Membership, I have started to post several on the SCC calendar, and will continue to post updated information as it becomes available. I have personally reached out to organizations that sponsor the many shows throughout the year to obtain flyer, entry fee, and relevant information.

### Current SCC/ WSCC Car Type V

- Vette Fair, Lodi
- Vette-O-Rama
- Coyote Creek – Concours d'Elegance
- Vette Magic
- Legends on Display
- Corvette Spectacular

### Testing the C8 Corvette at Spring Mountain

continued from page 12

Again, we went to dinner, at a different steak house this time, but decided that since the fast driving part of the training was over, we could stay out and play some table games at the local casino. Let's just say that went well, especially for one of us and the entire trip (and then some) was paid for ;-)

The next morning, we arrived, got our phones taped up again, and ate a hearty breakfast. This was a short day, so we only had one driving event and a couple of training modules. First up was some training on the interior, electronics, and other cool features on this all-new car. I won't go into detail because there is simply too much to cover, but I will say the upgraded 14-speaker Bose stereo system is probably the best that I've heard in a GM vehicle. The PDR is now recorded in full 100p HD; the gauges are configurable by the driver, and the materials used inside the car are much nicer than the C7. I also like that owners can now decide between 3 different seats and multiple different colors and trim options.

The skidpad was next up. We saw a line of cones, a left-hand turn, and a large circle that was recently wet down with sprinklers. This looked like fun. We took the C8 out in sport mode, approached the water, and then attempted to spin the

### Remember when... Historian

continued from page 21

2016 also included the Vette Magic Drags at Sacramento Raceway. This historic event was held by NCCA yearly. Attendance was very poor on this 100-degree day and the event has not been held since.

There were plenty of Car Shows on our schedule and **Dave Katz** did a great job organizing our members to attend them. Here are some of them: Able Chevrolet Rio Vista, San Jose Country Club, Legends on Display Danville, Vette-O-Rama Concord, Danville Hot Summer Nights, Alameda Point Concours, Friends and

### Current SCC – Type IV

- Plastic Fantastic
- Redwood City Veteran's Car Show
- Cars In the Park
- Good Guys
- Villages Car Show - CANCELED

### Current FYI

- Half Moon Bay

### Pending Additional Information

- Hooters Car Show (April)
- Stama Winery
- Corvettes at the Castle
- Santa Clara Parade of Champions
- San Jose Veteran's Day Parade
- SVCTE 15th Annual Custom & Classic Show
- Mt View Thursday Night Live

*Romulo Rimando*

car. Immediately the tires spun wildly, the car flipped around, and we did a couple of semi-donuts before traction control intervened and put a stop to our fun. The instructor had us stop the car, switch to weather mode, and try again. I turned the wheel all the way, smacked the throttle, and the car slowly moved around in a near-perfect circle. My foot to the floor and steering wheel turned, I could not get the car to do anything other than slowly driving around in a circle. Weather mode works well.

In summary, now that I have had an opportunity to drive a C8 at Spring Mountain, when was the last time I was initially so impressed with a car?

Was it the Ferrari 488 GTB that I got to drive in Florida?

Was it the McLaren that I've got to drive on track?

Was it the Porsche GT2 RS that I got to do hot laps in at Thunderhill?

Yes, it was all those, but there has never been a time that a bone stock car, anywhere near this price point, had impressed me so much. I was also thrilled that we finally had a proper transmission in the C8. The new dual-clutch-8-speed transmission was pure magic and finally comparable to the other true sports cars that I've driven.

Family Vallejo, Vette Magic Sacramento, Villages Car Show, and SJ Classic Chevy Club Toy Drive.

Corvette Spectacular was held in Los Altos again as we celebrated the 40<sup>th</sup> Anniversary of this show. **Jerry Banks and Alan Templeton** were the chairs of this wonderful show and worked hard to manage all the committees involved. There were almost 100 club members involved in putting this show on. Beautiful downtown Los Altos was a wonderful setting and the **Continued on page 4**



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# SCC Upcoming Events!

## February 2020

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

## March 2020

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	1			

- 2 Groundhog Day / Super Bowl Party  
 KC beat the 49ers  
 5 Business Meeting  
 8 Casino Night at Custom Alignment  
 20 TGIT at Casa Lupe  
 24 Amazon Fulfillment Center Tour  
 27 Board Meeting  
 29 Leap Year Day

- 4 Business Meeting  
 5–8 March Met Drag Race  
 14 Drive for pie on pi ( $\pi$ ) day  
**17 Saint Patrick's Day**  
 21 John Mozart Car Collection  
 25 Board Meeting  
 28 Mad Cow Autocross #1  
 29 Mad Cow Autocross #2  
 4/1 Business Meeting

## BIRTHDAYS & ANNIVERSARIES

2/03 – Thelma Mendez  
 2/05 – Phyllis Pann  
 2/06 – Peter Osel  
 2/10 – Samanta Dorsey  
 2/12 – Marie Buck  
 2/12 – Miriam Petersen  
 2/14 – Peter Taylor  
 2/17 – David Wilson  
 2/17 – Lee Klynn  
 2/19 – Roger Wiley  
 2/22 – Blair Barbour  
 2/22 – Joe Castellano  
 2/23 – Leonard Mott  
 2/25 – Barbara Warner  
 2/27 – Bill Hughes  
 2/28 – Eric Marquez

2002 – Cynthia Jacobson  
 2002 – David Jacobson  
 2006 – Peter Osel  
 2013 – Betsy Franco  
 2013 – Thelma Mendez  
 2013 – Roger Pendenza  
 2013 – Peter Taylor



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