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March 2020



The official newsletter of Santa Clara Corvettes

Volume 45, Number 3

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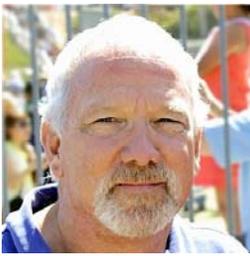


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Greg Selzer – President



Come for the cars, stay for the people.

Something I enjoy doing is trying to figure out WHY I like something. When I do, it helps me to appreciate each experience even more. With that in mind, I have spent many hours trying to figure out my ‘Corvette thing.’ I have read about the car’s convoluted history and many of the great people who dragged it over each hurdle and brought it to where it is today. The Corvette ‘brand’ is amazing, actually. It exudes style, at least to us, and is recognized as the highest performance value in the automotive world. A reputation that has just been cemented by the mid engine C8 MSRP of only \$60,000.

This has been a common theme for every new Corvette generation. It’s as if the people who make them are saying, “Here we worked really hard to bring you something very special that you can afford.” And we know it.

To own something like that and to be able to enjoy it every day, even if just to glance at it in the garage, is a real treat. To be able to share that with your Santa

Clara Corvette friends is icing on a very delicious cake!

Enjoying our cars with these knowledgeable, like-minded people makes our ownership experience better. No matter what corner of the Corvette world you are interested in—we do it, and there are many other members here for you to share that interest with. If you are new here, don’t hesitate to let someone know what activities you would like to participate in. Whether it be the next social event, car show, road trip, or autocross. It should only take a couple of quick conversations to put you in touch with someone who knows all the details. Like car people everywhere, members are always happy to help a fellow gearhead.

For those of you who have been around the SCC block more than once, or maybe more than a dozen times, if you see a new face around, ask them how they’re doing. Being the new guy in the room can be a little intimidating. A friendly smile and some car talk goes a long way to starting new relationships.

Pick your activity, enjoy your car, and enjoy your club.

Greg Selzer

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About the Cover

This 2004 **Magnetic Red Metallic II** C5, belongs to Publications Director, Steve Wells. Purchased used in Ormand Beach, Florida (10 miles from the Daytona Speedway) in May 2007, it had 22,050 miles on it. This picture was taken almost exactly a year later at the Big Creek Bridge vista point along the Big Sur coast. Now in 2020, more than 100,000 miles older, it’s still Steve’s beautiful daily driver. The picture had been adjusted with Lightroom, not Photoshop, though both are Adobe software products.



Al Thompson – Membership Director



Greetings, Santa Clara Corvettes!!!

Well, the first couple of months have just flown by. Spring is here, and before you know it, it will be summer. Spring is the beginning of car show season, and there are several events and road trips planned throughout the year. The Santa Clara Corvettes has a lot going on in the upcoming months. I am excited about all we have planned, and I hope you are, too!

Membership is still thriving, and our current roster is 170 members. This past month we welcomed Carl Thomas, whose interests are car shows and socializing, so if you see new members at the monthly meeting, TGIT, or other events, introduce yourself and make them feel welcome. We have several events on the calendar that will provide additional opportunities—keep an eye out for invitations or check the SCC calendar.

If you have not done so already, stop by the membership table and pick up your 2020 SCC membership card. Use your membership card when patronizing our sponsors to receive discounts and/or preferential services. Take advantage of the SCC vendor partnerships to get your car road ready. Coming into the New Year we started with 212 members on our roster. As of February 15th, we had 170 members on our Roster. We lost 42 members who chose not to renew because of the late fee, or that they had moved out of the area.

I attended the Cars and Coffee event on February 22nd, and handed out business cards. Four people were very interested in joining our Club.

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

Al Thompson



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TPS Speedlab is located in Santa Clara by appointment only. Open Monday-Friday from 10AM-7PM, Saturdays available by appointment.



Steve Wells – Publications Director Found Between the Seat and the Console



With all the new ad space, First Class Glass has gotten tight for member content. Last month, there wasn't enough room for one of these chatty columns, so pieces of the month fell down the side of my seat to hide among all the other oddments. Let's fish some of them out.

That was no ordinary month. It had the once-every-four-years Leap Year Day, which has personal significance for me—commemorating the appearance of Steve Wells on the scene. My cake had ten candles for the tenth February 29th since 1980. No, it wasn't my birth. That was in January decades earlier. Just noting it to leave you with a mystery.

Way back before my time (and yours), Aristarchus worked out the basics to fix up the ancient ten-month calendar. You know the strange prefix setup: 5, 6, 7, 8, 9, and 10 for Quintillius, Sextillius, September, October, November, and December (give or take Latin vs English forms) for our months 7, 8, 9, 10, 11, and 12, respectively. That's weird!

Julius Caesar standardized the Roman Empire on the new "Julian" calendar, which placed January and February on the front of the year. He renamed 31-day Quintillius after himself to our July. After an *Et tu, Brute* on an Ides of March, Augustus became Caesar and renamed Sextillius for himself. Not wanting his month to be shorter than July, he swiped a day from February to get 31-day August. That's why February is so short. The Gregorian calendar, introduced in 1582, jumped 10 days from October 4 to the 15th to keep the sky and the date in accord. By the time the British Empire (including proto-U.S.) adopted it in 1752, we had a little bigger jump (in September) to catch things up. Establishing that centuries evenly divisible by 400 are the only leap-centuries, the current setup will keep our equinoxes right within one day over the next 7,700 years.

What else did February leave down the side of the seat? A lost letter **R** (the earlier one), which many sloppy speakers, especially on TV, ignore. They lose the first **R** in February, saying "Febuary." They also commit mayhem in the Library, mispronouncing it as "Libary.").

Now, that we're in March, just about all Americans say the month correctly. March, not Maahch. We don't lose its single R. But those British folks do! They speak non-rhotic (weak or no R) English. "*In Maach, they paahk the caah in the yaahd and play the graahnd piaahno.*". American spoken English was mainly derived from British English. (Southern style came mainly from Lowland Scots.) So how come we speak rhotic English with a strong untrilled R? "Round and round the rugged rock the ragged rascal ran!" Rrrrrrr, rrrrr, rrrrrrr!

It turns out that non-rhotic British speech appeared

primarily as an upper-class *affectation*. It was not particularly prevalent until well after the American colonial period, especially among the rougher/tougher classes that tamed the American continent. The 17th–18th century Brits spoke like we do!

Lately in the news, we've been hearing a lot of certain other speech—medical words, "quarantine" and "flu." Both have religious / mystical origins. Really?? Yes!

Illness caused by Coronavirus has imposed quarantines, which we don't usually practice when faced with the historically deadlier flu. Flu is caused by the *Evil Eye*, which is hard to fight. No wonder it can produce a pandemic. For Coronavirus, some people attempt medical algorithms akin to hermetically sealing themselves away from others.

"Flu" is short for "influenza," or "influence" (of the evil eye) which gives fever and sometimes death. We "quarantine" potentially ill folks. Originally, that meant to isolate the possibly sick for "quaranta giorni;" that is, forty days. After the length of a Judeo-Christian Biblical flood (rain for forty days and forty nights), if disease hadn't appeared, they were probably safe to be around.

Earlier, I tossed in "hermetic" and "algorithm." Hermetic is named for *Hermes, the Thrice Great*. That was the Greek name for the Egyptian god, Thoth, also pronounced variously as Tehuti or Djehuti. He had the head of an ibis and was the god of wisdom, writing, hieroglyphs, magic, mathematics, science, AutoCAD, and Corvettes.

"Algorithms" are technical procedures, typically math or computer oriented, named after Algorismus. That's the Latinized name of Persian mathematician Al-Khwārizmī, who lived approximately 1200 years ago.

Let's finish with something I recently found down the side of my seat after parking at work in a Google underground garage. A recent survey attempted to determine whether Googlers pronounce the filetype acronym **gif** (Graphics Image Format) with a hard G like "gift" or a soft g like "giraffe." Since then, the makers of Jif peanut butter have attempted to influence (without an evil eye) the pronunciation of the **gif** filetype to be specifically a hard G so as not to confuse it with the soft g sound of Jif.

Why does Jif contain sugar? It's not for flavor. Sugar acts as an emulsifying agent. It keeps the peanut butter together and uniform. Sugarless (say, health food store) peanut butter separates to become an oil layer floating atop dense, sticky peanut goo.

And that's what I found between the seat and the console.

Steve Wells

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Cheryl Klynn

Social Directors

Linda Lariz



If you missed the Super Bowl Party at David and Nicole Wilson’s home on February 2nd, you missed a great party. (Well, except for that one small detail, sigh...). The Wilson’s home was filled with fans, food, and fun. I know everyone had a wonderful time (except for that one small detail). Many thanks to David and Nicole for graciously hosting another club event.

Our first TGIT on February 20th at Casa Lupe in Sunnyvale brought out 34 members of SCC and a beautiful display of Corvettes in the parking lot. Many, many margaritas were enjoyed (in moderation) as well as many large platters of delicious Mexican foods. Alan Templeton’s favorite, the chile relleno burrito, seemed to be a big hit. I didn’t see anyone drinking Casa Lupe’s #1 selling beverage, the Chupacabra. Maybe next time.

Many members walked next door to Sugar, Butter, Flour for cupcakes/pastries for dessert. This is one of the best bakeries in the Bay Area.

A group of 31 SCC members toured the Amazon Fulfillment Center in Tracy on Monday, February 24th. A very informative and eye-opening event. Automation at its peak. Not much room for human error. Conveyor belts and robots running around. We had to stay between the green lines for our own safety. Then we headed to nearby Lathrop for a little sweet at the Ghirardelli Outlet and Ice Cream Shop. Yummy!!

Happening in March

March 14 is still a go for the “Drive for Pi.” We will roll rain or shine. Our “Drive for Pi” will take us through the back roads and over Mount Madonna to the Gizdich Ranch. They will have some reserved parking for us



available, however, be forewarned you may have to park along the road leading out of the Ranch. In addition to their wonderful pie, they also have a small fruit stand with delicious jams and local produce and honey. There is a small fun and funky antique store as well. We will pre-order our lunches. We will gather your orders

when you register for the event.

Sign-ups continue at the March Business Meeting.

In keeping with the tradition of TGIT(F)’s past, we will be returning to Casa Lupe again on March 19 and April 23 for our next two meet ups. For many years, SCC met at Pedro’s in Santa Clara monthly for our TGIFs and then moved on to Bennigan’s for several more years of camaraderie. When the evenings start to warm, Linda and I will seek out locations with patios so we can dine al fresco. But having found this wonderful place, we want to enjoy them.

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Blair Barbour has planned a three-night drive to the Paso Robles area, leaving the morning of Monday, March 16 and returning on Thursday, March 19. You can sign up with him at the March 4 Business Meeting or email him at blair_barbour@yahoo.com. The group will be staying at the Best Western Black Oaks in Paso Robles, where Blair has blocked out 10 rooms. Each participant must make their own reservations. The group will be venturing out from Paso daily for their adventures. Blair has an itinerary planned out, but it is flexible. Sign up with Blair and enjoy the early spring weather. Details are on the website.

My unicorn has finally materialized for March. I’ve been attempting to nail down a tour of the Mozart Foundation Automotive Museum for Saturday, March 21, and it is now firm. This museum is not open to the public ever. Many high-end charity events are held here. The tour will happen from 10am to noon. We will then have lunch nearby to finish off the event. The Foundation has a set fee for group tours, so we will charge \$20 per person for these rare tickets, payable when you sign up. Please feel free to invite guests who might also enjoy this opportunity. Sign up at the March Business meeting or contact us soon.

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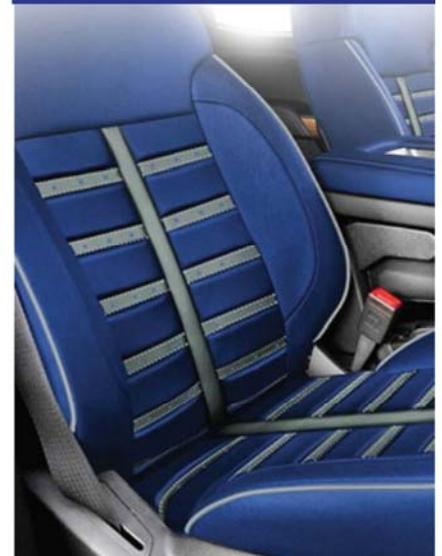
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Ramon Martinez

Comparing C7 and C8 Corvettes at Spring Mountain

My name is Ramon Martinez, Internet Manager at what once was Courtesy Chevrolet, where I originally started my career selling cars. This was a way for me to pay for college, but I liked it so much that I chose to stick around after I finished school.

One of the many perks of working at a Chevrolet dealership is the fact that you can drive the latest and greatest Chevrolet vehicles every day. On occasion, we got to participate in training that included driving the newest models at the track.

In 2016, our service department won a contest for selling the most Cup 1 Goodyear tires in the area. The prize for winning this contest

included a 2-day training class driving the Z06 at the Spring Mountain facility. The Service Department director at the time had tickets for NASCAR in Daytona, which happened to be on the same date as the Spring Mountain training, and opted to pass on the training to attend the races. I had previously told my general manager that if there was ever an opportunity for me to go to a driving school of any kind for Corvettes, I was ready. My general



manager remembered that and offered me to take the class. It was a wonderful experience. Driving at the track on such an incredible car has been one of the most exhilarating experiences in my life. I learned to respect what the vehicle can do and not to be afraid to enjoy the purity of the experience at the track in one of the most powerful vehicles on earth at the time.

In December of 2019, my General Sales Manager gave me the opportunity to take his place at the 2-day Spring Mountain training on the new C8. I was amazed that he decided not to go and astonished that he chose to give me the opportunity. Excited to compare both the car and the driving experiences on the track, I got ready for the training on the C8.

When the C7 Corvettes were introduced, I remember how much improvement the interior of the car got. It was a much needed update on the look and feel of the car, but the interior was still not up to the world-class feel of high-end European cars. When I saw the C8 interior, I knew Chevrolet had finally entered the big boys' car interior club. The feel of the materials and the quality of the workmanship is stunning. The inventiveness of the side panel that contours the driver space, and how it enhances the driver's driving experience, is just an example of how Chevrolet has allowed the designers to express themselves and take a stance on what is possible for a sports car. The driver is surrounded by all of the important controls that are easily located without having to take your eyes off the road. When you have actual buttons, your fingers can do the thinking for you, and without taking your eyes off the road, you can do what needs to be done.

One of the most distinctive characteristics of the Corvette is its exhilarating engine sound. The C7 did not disappoint. It has a very distinct and recognizable Corvette sound. With the engine now located behind the driver, the C8 has a more profound, but at the same time, very civilized sound. At some point, I was afraid that the engineers went a little overboard with the sound dampening and made it too quiet, but as soon as the car hits 3500 RPMs, the car comes to life with that powerful and mind-blowing Corvette sound we all love.

I'd never driven a car on the track at high speed before my training on the C7. I focused on the trainer's instructions for taking the curves in the track. They were very explicit



about hitting the inside of the curve and taking the whole curve, making the turns. They reiterated the need to hit the inner apex of the curve and use the whole track to exit the curve straight while accelerating. With my heart racing and my stomach in a knot, I had to focus all my attention on keeping the car in the perfect line to exit the curve at the correct angle to

maximize the exit momentum and slingshot out of the curve.

Continued on page 12

Comparing C7 and C8 Corvettes at Spring Mountain

Continued from page 11

For the C8, the trainer talked about applying the brakes before entering the curve, releasing as soon as you get into the curve and accelerating out into the straightaway. “Releasing the brakes allows the car to follow the flow of the curve without interference from the brakes. You’ll feel the steering wheel



as soon as you release the brakes, and if you feel the car getting away from under you, do not be afraid to apply the accelerator, allowing the car to gain control again.

It may feel counterintuitive, but do it, and you will immediately feel the car go where you need it to go.”

On the first day of the training, we took it easy, but the second day, we were able to really push the car. The C7 felt like you needed to arm-wrestle the steering wheel to make some of the hard turns on the track. It wanted to keep going straight. The C8 is effortless. I never felt the need to slow down at any step of the curve. I didn’t feel butterflies in the stomach, and never felt like the car was getting out of control. The C7 is a graceful beast, and now the C8 follows like a dream—elegant, electrifying, and explosive.

I am sure detailed instructions helped, and nobody should drive the car without them. Once you get the set of simple instructions, the C8 follows commands like a dream. They are both beautiful machines that thrill the soul when you drive them, but the C8 gets out of the way of driving and allows the driver to enjoy the experience fully.

Social Directors

Continued from page 8

Upcoming Events

April 18 is still calendared for our tour of Nike Missile Site SF-88 in Marin. This is such an interesting piece of Bay Area history. Our host, David Kreutzinger of DVC was stationed at the site in the late 1960’s and is a great historian and yarn spinner. We are privileged to be granted this private tour. Sign-ups will continue to be available at our monthly Business Meetings.

Our railroad car for the Grand Canyon trip in September is filling up. Please reserve your room & tour package as soon as you can. Check the website for details.

We are planning to continue our annual San Jose Giants Tailgating night this summer. Details will follow as soon as we pick a date.

We are still looking out to May and June for social events. Let us know if you have any suggestions. But as always, keep checking the website for up-to-date details.

Respectfully submitted,

Cheryl Klynn and Linda Lariz



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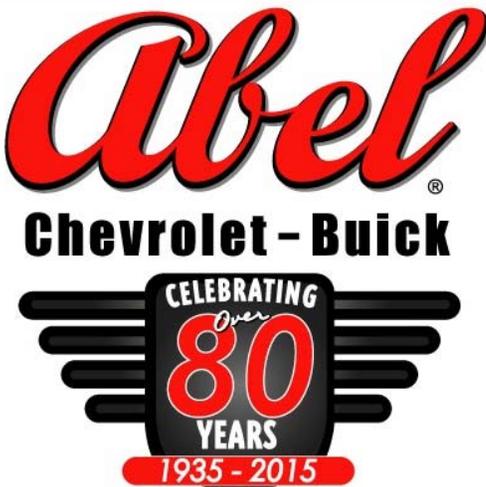


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Building Model Cars Continued from page 21

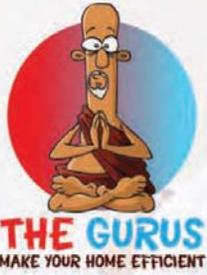
extinguisher. Of course both had to have a new set of wheels and tires for that racing look. I finished by making custom decals for matching the real Corvette owners' car.

I really enjoy what I do; it helps me relax and smell the flowers. As far as my die-cast collection, I sold off most of it years ago and put the money towards buying my 2002 Vette. Today I probably still have about two thousand left in the collection—everything from 1:87 to 1:18 scale and police cars to Corvettes.

Thanks for reading!

Phil Moser

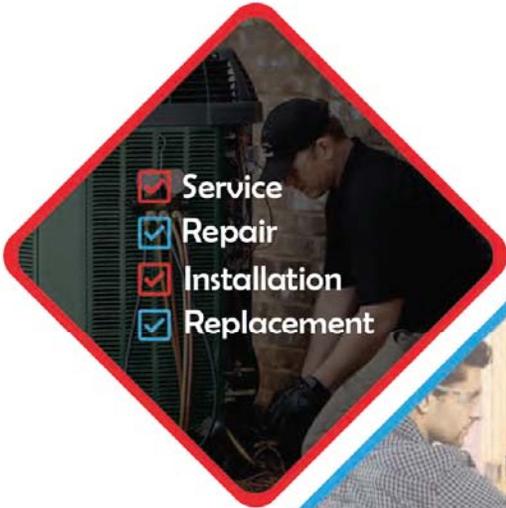




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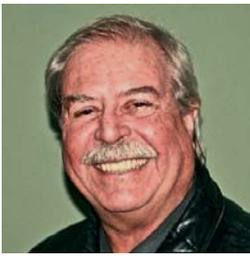
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Collins Orton

Competition Motorsports Directors

Our 2020 autocross season is getting more firmed up. We now have a contract in place for two weekends, March 28–29 and July 25–26. We were hoping to get the May 2–3 weekend, but were just informed by the Cow Palace that it has been taken. We are still hoping to get one more weekend in August. Stay tuned.

Our first weekend of autocross, March 28–29, is coming up quickly. Collins and I both have some ski time planned this month, but we will be back for these events. Registration has been filling up nicely. We sent out a warning to folks that our events may attract a lot of outside interest this year due to several groups losing access to Marina Airport, so I think on-line registration will be higher than usual. There have been a couple problems with the registration process, but I've been working it, and hopefully everything is working smoothly now (please tell me if not).

Stuart Calhoon



With the opportunity to select your run group, along with our liberal cancellation policy, registering on MotorsportReg makes a lot of sense. We did raise our rates a bit this year (\$50 for WSSC, \$60 for non-WSSC), but we are no longer adding the \$2.50 MSR fee to the basic registration fee. So if you registered on MSR last year, it cost you \$47.50 per day. This year it will cost you \$50—a pretty minor increase.

There is going to be a major review and revision of the Comp Code this year. I would like to see a revamped classing structure to reduce the number of classes from the current 51 down to something reasonable. We have too many classes with only one entrant—that is not how competition works. Helen Landis has asked for volunteers from all the WSSC clubs to participate in this process. If you are interested in helping out, let Helen know (hlandis@comcast.net).

Stuart Calhoon & Collins Orton



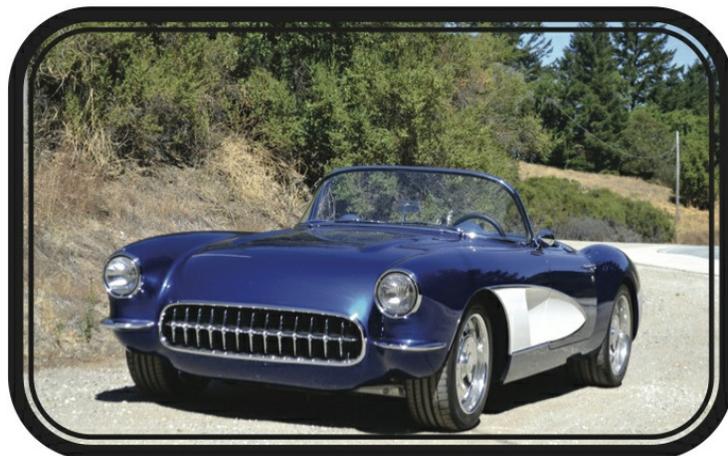
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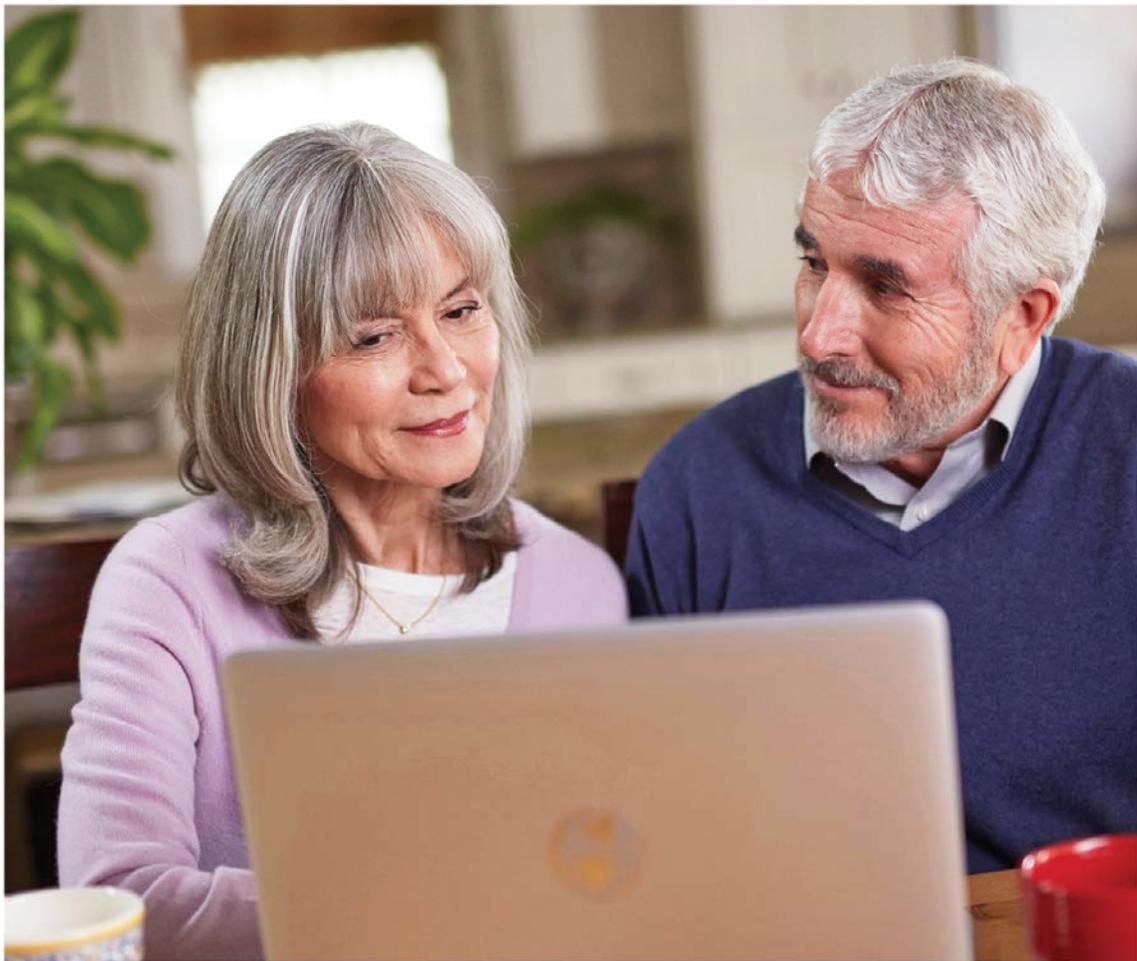


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Phil Moser Building Model Cars

Hi everyone! Cameron asked me to write an article for FCG about the two cars I made for the 2019 Awards Banquet, so here goes. Back in November, Stuart and Collins approached me and asked if I would be interested in making a couple of model cars for the “Most Competitive Female and Male” individuals for the upcoming 2019 SCC Awards Banquet. Of course, I jumped at the opportunity. I was honored that they had asked me, and also it gave me a chance to show my creative side. Well, first, here is a little history on me on how I arrived at this point.

My passion for cars, in general, started I believe back when I was eight years old. My parents would drop me off at my grandparents’ house on a Friday or Saturday night. My bribe was getting a new plastic car model kit to put together. I would build, customize, and play with it for hours on end with the anticipation of the next time and another new kit. In 1958, plastic model cars were just coming into their own. There were not that many makes or models to choose from, but in the next seven years, I bought, built, and customized every plastic car model kit produced. My favorites were making police cars and Corvettes. Of course, the Corvettes were the bad guys, so I would chase them in my Police Unit. Most of the time, the Corvettes were speeding.

Ever since I can remember, I wanted to be a policeman like my dad and his father. This year marks the 100th anniversary of the Moser family protecting California from the “bad guys.” My son is continuing this tradition today as a 4th generation Law Enforcement Officer. Moving on, I lost track of time for a while with a family, job, and playing with “real” cars. I have restored several cars, competed in “Fire & Police” demolition derbies, built a “kit car,” and restored an original award-winning 1966 Dodge Polara, in “California Highway Patrol” livery, winning the CHP Commissioner’s award.

I really got into collecting “die-cast” cars back in the early ‘90s. Before 1990, maybe one or two police die-cast police cars were released to the public. After that the market exploded with Emergency vehicles. Of course they were mostly police cars, but I collected my share of Corvettes, too, adding my personal touches to some of them. In fact, I still today have some of my first die-cast “matchbox” cars I got when I was 10 years old.

During my working years, I did have the opportunity to design and have produced two vehicles for my department, the San Mateo Sheriff’s Office. The first one was a die-cast 1936 Dodge “Paddy Wagon.” A year later,

it was followed by a 1955 Chevrolet “Nomad” station wagon. The Chevy was to honor the 140th Anniversary of the Sheriff’s Office in 1996. Both cars were made with a low production number of 200 each.

Since my retirement, I have more time, but I’ve also found more things to do with my time, like volunteering my services at Kaiser Hospital and the CHP. When I do find the time, I like to get back to what relaxes my creative skills and me. A few years ago, I created two “special” 1:18 scale Corvettes for the SCC Christmas Party (Hi Lowell) and a special request for member Gary Leighton of his blue C6. Last year I received a request from my son’s Sergeant at Calaveras Sheriff’s to make some vehicles to represent their patrol cars from the past. I put together seven 1:24 scale vehicles depicting their history ranging from a 1917 paddy wagon up to their current 2018 Ford Interceptor. I was invited to meet with the Sheriff, and I presented him the vehicles, which are now displayed in their conference room at their office. I’ve even made a highly detailed replica of my son’s on-duty Ford Expedition Sheriff’s for him.

A couple of years ago, when I was helping out Jaye, we were cleaning out her parents’ garage after her dad’s death. I found this old box in a corner with a bunch of plastic model guns in it. When I ask Jaye where they came from, she replied that someone had given them to her dad years ago. The box was stolen one night, just before Halloween from their garage, but they found it the next morning on their front lawn. As I was looking through the box, I remembered that my dad had built the same guns back in the early sixties, because I would watch him put them together. As it turns out these were the same guns my dad had made. He had given them to Jaye’s dad a few years after he completed them. They are now back in my possession, and I am refurbishing plus updating them now with the happy thoughts that my dad once created these.

I guess that brings me back full circle to today. The two cars I created for the Awards Dinner were both fun and interesting to make. Mim’s car was fascinating with all the little details I had to add. It really taxed my creative fluids to get everything right. I had several photos to work with, but it seemed like everyone had just a little bit of difference to it. On the other hand, with Rick’s car, I only had two photos to work with, so I pretty much had to guess what was on the car.

Both cars received pretty much the same steps throughout the process. Both were stripped, primed for paint, and then painted with a color very close to the real vehicles. Then came the modifications to the interiors. There was a lot to Mim’s, as the real “Frankenvette” has had some major mods done to it. To Rick’s car, I added a roll bar, seat belts, and the safety fire

Continued on page 17



Romulo Rimando Competition Car Show Director



America's Love of Car Shows

Across the world, people have adored their cars over the last 100 years. The automobile show has always provided a glimpse of modern technology, and a hint of the future. Originally an opportunity to preview new cars, the appreciation of the car show has ultimately become a hobby for those who wish to display their own vehicles.

America's First Show

It is believed the first major car show in the United States occurred at Madison Square Garden, New York, on November 3, 1900. This show may be referenced as the precursor of the modern car show we adore today.

The weeklong event was originally sponsored by the Automobile Club of America (one of many clubs, later forming the American Automobile Association) which consisted of 66 exhibitors—31 of the most contemporary automobiles prevailed during that time.

Imagine 10,000 spectators paying a whopping cost of 50 cents to witness some of the finest feats in acceleration, braking, and hill climbing ability during that time. Contrary to belief, it was not Ford, but rather a vehicle built by Ransom Eli Olds that was the highlight of the show. The so-called runabout *aka* curved dash was among the first vehicles produced on an assembly line. It was believed that over 425 were built by 1901. The \$650 price tag would be estimated at \$16,000 today.

Motorama

Approximately 50 years later, General Motors would host their own Motorama car show in conjunction with the New York Auto Show. The intent was to display concept, or prototype, vehicles developed by GM. One distinct memory during the 1953 Motorama was the unveiling of the historic Chevrolet Corvette, which slowly became America's sport car. Unfortunately, the event was discontinued in 1961.

SEMA

The iconic Speed Equipment Market Association (SEMA), incorporated in 1963, became a pivotal leader in accessibility and transparency of aftermarket parts in the car customization world. One of the first official SEMA car show events took place in 1967 at Dodgers Stadium.

Within 10 years, it grew so large the event was moved to Las Vegas, Nevada.

Today, SEMA is the largest convention in Vegas, showcasing leading specialty automotive parts, paint, tools, wheels, accessories, vendor displays, and exhibits. Future trends include increased interest in hot rods, classic cars, trucks, jeeps, and sport utility vehicles.

Good Guys

Born in Pleasanton, California, The American Get Together "Good Guys" show was established in 1983. The first car show was located at the Alameda County Fairgrounds and was created to showcase all makes and models of American automobiles and trucks. The once Saturday-only show has blossomed into a weekend-long event, attracting families, car buffs, and fans who show appreciation of many customized or restored cars. The Good Guys show can now be enjoyed in many other states such as Texas, Iowa, North Carolina, and Tennessee, just to name a few.

Corvette Spectacular

Santa Clara Corvettes is fortunate to host a car show of their very own. Each fall, Corvette enthusiasts gather in Los Altos, California to celebrate each generation of rare, and production Corvettes. Held in a wonderful old town setting, known as Main St., Spectacular has become a popular event that is great for families and friends in a relaxing downtown setting. This small show featuring close to 200 cars, receives many accolades from the community, and thousands of Corvette followers.

If you are a Corvette aficionado, or enjoy other makes and models of vehicles, there are literary dozens of car shows in Northern California or across the United States to enjoy. Relatively low in cost, car shows are a great way to enjoy the company of others, and the great outdoors.

Car shows always spread by word of mouth or social media—if you see something of interest please share—we can all enjoy it as a club.

See you at the next car show!

Romulo Rimando



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SCC Upcoming Events!

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				

- 4 Business Meeting
- 5-8 March Meet Drag Race
- 14 Drive for pie on Pi (π) Day
- 15 Silver Creek High School Car Show
- 16-19 Paso Robles Trip
- 19 TGIT at Casa Lupe
- 21 John Mozart Car Collection
- 25 Board Meeting
- 28 Mad Cow Autocross #1
- 29 Mad Cow Autocross #2

April 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	1	

- 1 Business Meeting
- 5 Corvette Car Care Clinic
- 18 Nike Missile Site SF88 Tour
- 18 Hooters Annual All Corvette Car Show
- 19 Trailer Clean-up & BBQ
- 23 TGIT at Casa Lupe
- 25 Vette Fair 2020 – Lodi
- 26 Pacific Coast Dream Machines
- 29 Board Meeting
- 29-1 Thunderhill Tour & Track Days

BIRTHDAYS & ANNIVERSARIES

- | | |
|------------------------|-----------------------|
| 3/03 – Stuart Calhoon | 2006 – Robert Kuwada |
| 3/07 – Steven Angus | 2006 – Sharon Kuwada |
| 3/09 – Kris Kaehler | 2007 – Ken Jacksteit |
| 3/11 – Buzz Marston | 2015 – Cliff Martin |
| 3/12 – Jan Minearo | 2015 – Shirley Martin |
| 3/12 – Tish Niehans | 2017 – Richard Kelly |
| 3/13 – Shirley Svindal | 2017 – Steven Smith |
| 3/14 – Ruth Marston | 2018 – Donald Lew |
| 3/15 – Tim Kennedy | 2019 – Andrea Bertero |
| 3/15 – Steve Merrick | 2019 – Jeff Bradford |
| 3/15 – Dave Thomas | 2019 – Julie Bradford |
| 3/17 – Roberto Lezama | 2019 – Mark Noriega |
| 3/23 – Cameron Brown | |
| 3/23 – Glen Davis | |
| 3/25 – Richard Kelly | |
| 3/26 – Raymond Buck | |
| 3/27 – Mishell Marmo | |
| 3/27 – Dave Olson | |
| 3/31 – Eric Jacobsen | |



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What's News

Early February found the Six Pack (Klynns, Svindals, and Warners) on Maui for some R&R and whale watching. It was whale watchers heaven. We saw Humpback Whales everywhere, from the road, from our hotel, from the beach and most impressively, from a sunset dinner cruise, and a whale watching excursion on a catamaran. Both of the boat trips had baby Humpbacks, along with their mums, investigating the vessels, breaching, and splashing around us for 10–15 minutes. It's quite likely we saw more than 500 whales during our stay, but lost count early on.

Casino Night



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 (½ block up from San Antonio Rd.) Meetings start at 7 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 information, pictures, and the latest events.