

FIRST CLASS GLASS

The Official Newsletter Of Santa Clara Corvettes



August 2020
Volume 45, Number 8



WHAT'S IN A NAME?

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



Le Dragon, French corvette, ex *Dragon*, an English privateer brig, and former U.S. brigantine *Washington* 1776.



Reference from Wikipedia/Corvette/wiki

During the Age of Sail, corvettes were one of many types of warships smaller than a frigate and with a single deck of guns. They were very closely related to sloops-of-war. The role of the corvette consisted mostly of coastal patrol, fighting minor wars, supporting large fleets, or participating in show-the-flag missions. The English Navy began using small ships in the 1650s, but described them as sloops rather than corvettes. The first reference to a corvette was with the French Navy in the 1670s, which may be where the term originated.

Modern navies began a trend in the late 20th and early 21st centuries towards smaller more maneuverable surface capability. Corvettes are usually armed with medium and small-calibre guns, surface-to-surface missiles, surface-to-air missiles (SAM), and anti-submarine weapons. Many can accommodate a small or medium anti-submarine warfare helicopter.

According to the Corvette Hall of Fame website, Scott searched the "c" section of the dictionary until he stopped on the name of a small, fast and light attack ship first used by the French Navy in the 1670s. As a sleek and deadly ship that could run circles around larger carriers, destroyers and submarines, modern steel-hulled Corvettes gained renewed notoriety in WWII as escort/patrol ships and, thus, the name fit perfectly for a car originally targeted to appeal to America's sizable population of male veterans.



Larry and Debi Smith (members of NCCA) received their matching numbers white C8 April 2020
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President - Greg Selzer



The Heartbeat of Santa Clara Corvettes

You may be a “car show guy or gal” or an “autocross guy or gal” or maybe you’re not interested in

either of those and you’re here to enjoy our social events. Some of us enjoy a little of each, others enjoy larger helpings of just a couple of their favorites, but we all come together at our TGIT’s.

While the COVID pandemic has put the big kibosh on car shows and most of our social events, **Cheryl** and **Linda** have transitioned our TGIT’s very nicely into a bi monthly Zoom meeting. No, its not as nice as seeing each other face to face but they’re still fun and definitely worth a visit.

While the sights are definitely different because all we see are faces in little boxes on the screen, the sounds are very much the same. The little sound bites that you heard wandering through a TGIT in a restaurant are still there. People catching up with each other, teasing, joking, laughing, stories, and reunions.

What you see in all this is that everyone truly enjoys being together, even if its only virtual for now. These are true friendships, not just the polite conversations of people in a club. It is the depth of these friendships that makes the club so strong and is why I think of the TGIT’s as the heartbeat of Santa Clara Corvettes.

Zooming in.

Our Zoom TGIT’s may have the casual look and feel of a face to face meeting but that’s due the planning and hard work of **Cheryl** and **Linda**. Its not as simple as just scheduling a time. **Cheryl** monitors the TGI’s and does a wonderful job of facilitating each session. In fact, I think of her as more of a master of ceremonies. She is engaging, and able to give the conversation a shove when it needs it. **Cheryl** and **Linda** are always thinking of new ways to keep the TGI’s interesting and more fun. They have tried a couple themes recently that everyone has enjoyed, and they also have a couple new ideas up their sleeves as well. Stay tuned.

So, pour yourself a glass of your favorite beverage and come join us at the next TGIT!

Greg

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A thanks to our Club Member Photographers:

Teri Brickey	Ken Jackseit	Al Thompson
Bob Nastasi	Dave Johnston	Lou Marincovich

Wanted
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Contact: Geno Brickey
geno116@sbcglobal.net
Steve Wells
corvette@wizardtechlab.com

What is happening with the “C8 Watch” Now?



At the time of this writing, the Bowling Green factory restarted production but is still one shift but they are working overtime and adding 10% capacity. The local dealerships are taking 2021 orders but no delivery dates are promised yet. The latest and I must say greatest news is you can order a convertible. This is a retractable hardtop that is much better looking than the coupe and does not give up any luggage space. It does not have the see-through engine compartment option since the top fits over the engine. Get’s Hot? They are saying the use of a new insulation material does not allow heat into the cab and flows out through a vent system. Check out the awesome styling on YouTube video <https://www.youtube.com/watch?v=XCuCsRgIU3E> And if you thought it doesn’t get any better than that. Wait! The Z06 has been seen and heard with the Flat Plane Crank engine with center exhaust. If they keep the exhaust centered you may loose the trunk and would be more of a track car instead. This YouTube video gives you more than words can describe. Check it out. <https://www.youtube.com/watch?v=dookTwy1rkI> Cannot wait for the Z06 specs to be finalized. Stay tuned for more on the next “C8 Watch”.

Geno Brickey



Welcome!

Al Thompson - Membership Director

Greetings Santa Clara Corvettes!!!!

and when we got onto the 101 freeway the CHP provided us an escort and closing off ramps along the way. Sidney Walton fans hung flags on the overpass, there were veterans saluting. This was an amazing honor for this WWII Veteran who turned 101 years old and serving as an ambassador for all WWII Veterans to build awareness of their dwindling numbers and the sacrifices they made to save America.

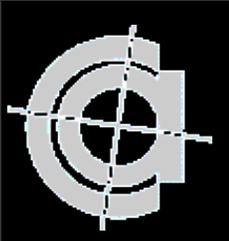
August is here despite all the strangeness 2020 has brought the Santa Clara Corvette Family, the club and its members remain resilient and choose to stay engaged, connecting with one another, supporting one another through milestones and supporting communities.

What is going on with our membership? Our book has not changed since last month, our roster is currently holding at 178.

This month SCC was invited to help celebrate Sidney Walton a WWII Veteran's 101st Birthday on a run called "The No Regrets Tour" from US 101 San Jose to San Francisco to honor him. The theme of the tour was of course 101. We rolled out at 11:01am, so that we would be in San Francisco by 1:01pm. This run was amazing, the weather was great, the tops came off. The police closed off streets in downtown,

In this months issue of WSCC REDLINE Magazine Don Herzer posted on Page 9, **Shari's** article about our Bed and Breakfast getaway for rest, relaxation, and plenty of good wine in Amador Valley.

Al Thompson



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Social Directors

Cheryl Klynn & Linda Lariz



Sheltering in place is awesome!
Said NO ONE EVER!

gone on without me. Great advice from members via text to help me recover.

As we move into month six of SIP, the world is a very different place. Being cautious about personal interactions, masking up for those trips out into the retail world (a trip to the market is now something to look forward to rather than dread), hoping that your delivery order is actually correct. Sigh....

Our first TGIT for next month (August 13) will also be themed, a contest for Best Decorated Face Mask. Bling and decorate your mask for show and tell. No pre-decorations, please. Be creative with a plain mask and have some fun with us. We will be judging your creations.

The good news is we at SCC still have each other. Our virtual TGITs have become our connection to other club members and that connection is strong.

Our second TGIT will be August 27, and themed Fiesta. (Many thanks to **David Wilson** for a great suggestion.) Let's have dinner together! Get that Mexican food from Casa Lupe (any location), Fiesta Vallarta, or your favorite taqueria (or make you own). We can share some virtual chips and salsa (and perhaps a Margarita?). Please order in advance so our sponsors won't be slammed with take out orders on that Thursday at 4:00. Linda and I would love suggestions for our September TGIT themes.



In July we had two themed TGITs, the first was our Independence Day TGIT. Red, white and blue backgrounds were abundant. Flags and bunting were hung on our walls, many wore 4th of July themed shirts. Great job and fun to see. Our second TGIT was French-themed as Bastille Day had just passed. Once again, lots of creativity and French touches. I counted six berets. Kudos to **Chuck Vivian** for trying to pass off a red sofa pillow as a beret. I have to confess he rocked the look. First place for background image goes to **Alan Templeton** with a guillotine as his backdrop. Well done, **Alan. Steve Wells** shared guillotine factoids with us.

Apologies to all for my internet crash. I was delighted when I was able to rejoin by iPhone and found the meeting had



Our Red Cross Blood Drive, SANTA CLARA CORVETTES CARES, ended on July 31st. We had 3 months to make or recruit someone to donate blood. Sixteen of our courageous members pledged to donate. Two donated platelets 3 times each. But we have received only 10 individual photos. We really want to recognize your participation. So please contact us to verify that you have completed your donation. WE HAVE HEROES AMONG US.

Stay safe. We will get through this and back together again.

Your Social Directors,

Cheryl and Linda



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About the Cover - Lou and Betsy

Lou Marincovich and **Betsy Franco** getting take-out food from Alice's Restaurant in Lou's 1967 Corvette. Purchased in Michigan and driven home in 2002, the Goodwood Green convertible has a 350 HP engine, 4-speed, saddle leather interior, factory air, and power windows, brakes and steering. It is **Lou's** 21st midyear (1963-67) Corvette.

Lou fell in love with Corvettes when he spotted a red 1963 Split Window coupe in Hollywood in 1962. He vowed to have one someday and finally bought a 1967 coupe after working for a year on an offshore oil platform in Alaska to earn the money. He spent his career as a paleontologist studying fossil sea shells of the past 65 million years in Alaska, documenting past climate change, and also solved the age-old mystery of Bering Strait's age. He had many wilderness adventures, including killing a charging grizzly with his only bullet. In his award-winning memoir, *True North, Hunting Fossils Under the Midnight Sun*, he compared the performance of his fuel-injected 1963 Sting Ray and a Hughes 500 helicopter in which he later crashed.

1963-67 Sting Rays were \$1-2K cars in the 1970s, so **Lou** always had two or three of them. If he tired of one Vette he'd buy another, jack them up side by

side and transfer all the good parts to the car he kept. This not only felt good, but provided whole careers for future restorers trying to put cars back to original. He's driven his current '67 as far as Yellowstone and Mt. Rushmore, enjoying warm welcomes at gas stations, motels and greasy-spoons along the way.

Some say that 1967 was the last Real Corvette. They're right.

Lou



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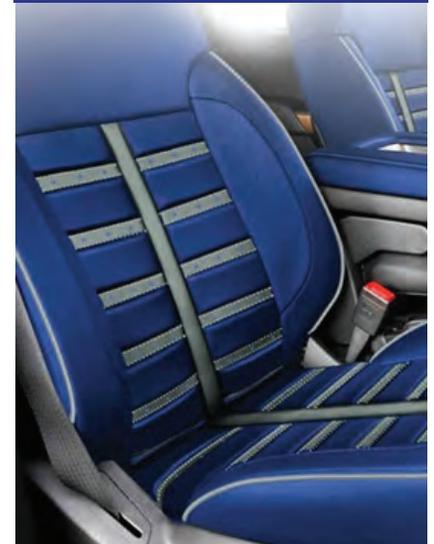
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Hidden Gem of Shenandoah Valley: Wilderotter Winery and Vineyard The perfect Tuscan escape without hopping on a plane

Corvette owners anxious to explore a new neighborhood, oenophiles craving IRL (in real life) tasting experience. Add quality wine, delicious food, a luxury suite and what do you have? The makings of a perfect getaway. This was our first trip since the ease

of traveling restrictions brought about by Phase 3 of COVID-19, the Gemini Crew **Al Thompson**, Bob Palermi, Mark Koller Chuck Thomas, and Dan Ardisonne (born between May 22 - June 21) and their wives took to the road North to Amador Valley.



Al & Shari



Mark & Stephanie

Bob & Lisa



Chuck & Eileen

Dan & Linda

old town settled in by Japanese and Chinese immigrants.

The crew's destination, Wilderotter Vineyard and Winery for a one-of-a-kind wine tasting experience.

First impressions: The vineyards of Wilderotter lined the roadway as we turned on to the property. Immediately upon arrival Ravel and company, a friendly staff met us in the parking lot. They introduced themselves, welcomed us and ushered our group into the foyer complete with a hand sanitizing station. The staff worked from their list of room assignments, handed out keys (yes real keys)

and directed us to our suite to settle in. We dropped our bags and headed to the Tuscan inspired courtyard for a refreshing glass of Blanc de Noirs a blush colored sparkling wine, a perfect introduction was to come.

Taste and see: Sam, known only as Sam the winemaker, and chef extraordinaire explained the mechanics of bottling, labeling, quality control procedures and walked us through the cleaning and sanitation process a critical step to making quality wine before leading us to the cellar. In the cellar, wine barrels were staged from floor to ceiling and flanked our tasting table where we were instructed on the art of the grape, blending techniques and how wines advanced through the aging process.

We were treated to an exclusive tasting and sampled Wilderotter's vast collection of varietals that rival their more famous neighbors to the west in taste, quality and price. Roussanne, Chardonnay, Zinfandel, Syrah, Barbera, Viognier, Mourvèdre, Grenache, GSM, Primitivo, Sauvignon Blanc and Cabernet. We sipped, compared experiences and identified our favorites on our cheat sheet. Some commented on the taste while others described appearance, all of them unique and wonderful. Sam was a great host, he was very knowledgeable and entertained our group with winemaking stories. Our host was also very astute, he would say, 'I see your wine evaporated' and he would refill your glass, allowing you to have another taste of your favorite. It was like an endless pour. Amazing!

Epicurean delight: The crew had their choice of three prix fixe menus and we went with the Arugula, Cherry & Goat Cheese Salad that was dressed with toasted pistachios and Aged Balsamic Vinaigrette. Let me just say there was a lot going on with this salad but, the semi-sweet cherries and the crunch of the nuts were balanced by the creaminess of the cheese and to my surprise worked well with the distinctive green. A fresh assortment of artisan breads and the Wilderotter Vineyard Estate Olive Oil accompanied the salad. The main course was Sam's Lemony Chicken Picatta. This dish was simply delicious and the subtle lemon sauce was a nice accent. Celery Root and Yukon Gold Mashed Potatoes, and Sautéed French Beans completed the main course.

Continued on page 12

Hidden Gem of Shenandoah Valley: Wilderotter Winery and Vineyard The perfect Tuscan escape without hopping on a plane

The final course, the one we had all been waiting for was a Summer Peach Crisp (a lighter version of a peach cobbler) was a single serve pot of perfection. Fresh peaches baked with a crumbly streusel-like covering made of rolled oats and spices, topped with a generous portion of Vanilla Bean Gelato.

The 'wine' down: The vineyards were an alluring mesmerizing space that offered more than a breath of fresh air and the socially distant rocking chairs, provided the perfect vantage point to take it all in. Our oasis was devoid of the city noise, peaceful. Time slowed down. We rocked in our chairs, sipped on a 2017 Old Vine Zinfandel while the sun slowly dipped below the horizon signaling an end to our day. As the sun set, we lit the gas fireplaces (bug spray required) chatted fireside, lamented about current events and enjoyed each other's company. More than sated, we called it quits around midnight.

Rest and relaxation: The Amador suite, one of five guest accommodations was impeccably dressed with modern amenities that combined luxury and elegance of a comfortable home. Personalized sign to welcome 'The **Thompsons**' sat adjacent the Keurig on a silver platter. A blanket to curl up by the fireplace or snuggle on your private veranda was prominently placed in the seating area. A well-stocked mini bar complete with Pellegrino flavored waters and chocolate, his and hers robe and slippers.

The bathroom was that of a posh Italian home was equally impressive and featured Molton Brown luxury bath and

body products. The rain shower system delivered an exceptional flow and it boasted an immersive bathtub with snag worthy bath salts completed the experience. Other thoughtful amenities were staged in drawers.

Draped in stylish linens with lots and lots of pillows with differing degrees of firmness to ensure a good night's sleep for the side, back or stomach sleeper was an incredibly comfy King bed.

The breakfast call time was 8:30am and the crew convened in the dining room for another scrumptious meal to start our day. After breakfast we staged our cars for a Grand Reserve Inn photo op before stopping off at the winery to load up on our new found faves.

We collected our bounty, said goodbye and took to the trail, watching the vineyards disappear from sight, thankful we were able to carve out a little slice of tranquility.

Al and Shari Thompson



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Surprise Birthday Parade July 8, 2020

We received a request at info@sccorvettes.org from Jennifer McConnehey to have a parade for her father's 80th birthday celebration on July 8, 2020 in Capitola. This is what she wrote:



"I have a special request and hope you can direct me to someone who might be able to help. My Dad lives in Capitola, CA and his 80th birthday is Wed, July 8. Due to the pandemic and his having a heart condition, he has been sheltering in place since March and we won't be able to have a big family celebration for this milestone birthday. He is a life-time car enthusiast. I'm trying to figure out if there is any local Corvette club that could do a drive-by on Wed., July 8. To see even just two or three of these beautiful cars go by his front yard in honor of his 80th birthday would lift his spirits. Thank you for any help you can provide as I try to make this happen."

Greg Selzer reached out to Jennifer and got the following details:

Her father, Jim Murphy, was a former Autolite employee who worked with Carrol Shelby on AC Cobra promotional events in southern California. He frequently drove the cars to different events and tracks. His wife Suzanne even learned to drive a stick in one!

Jim was transferred to Pleasanton and eventually saw the light. While still working for a Ford division, in 1977 he bought a 1976 Corvette T-Top from his neighbor. The children were sworn to secrecy and the car was locked away in the garage whenever any Ford employees visited. Jennifer related the many family occasions when she was little where she and her little brother

were squeezed into the space behind the seats during outings. The kids would eventually learn to drive the Corvette a lot at the Pleasanton Fairgrounds.

After owning the Corvette for 41 years, Jim recently sold it back to its original 1976 owner.

Jim's wife, Suzanne, and their daughter Jennifer are both recent cancer survivors. This will be their first time together since the Pandemic started. They will be joined by Jim's son for this special occasion.

Continued on page 14



Surprise Birthday Parade July 8, 2020

I put the word out, and true to form for our great club, 25 members signed up and brought a total of 16 Corvettes to Capitola. We staged at Capitola Mall and then made the one mile journey to Jim's house where they were waiting outside. We made two parade laps past their house.

Most of us then went to Betty Burgers on 41st Ave and enjoyed burgers, fries, shakes and drinks in perfect weather conditions on the patio.

After the parade Jennifer texted me to say, "That was absolutely amazing! Thank you and everyone who participated so very much!"

In this virtual world we are living in right now, it's nice to not only get out and see members in person, but to spread a little joy and happiness in other people's lives.

Thank you all that participated and to Bob Nastasi for taking the pictures.

Ken Jacksteit



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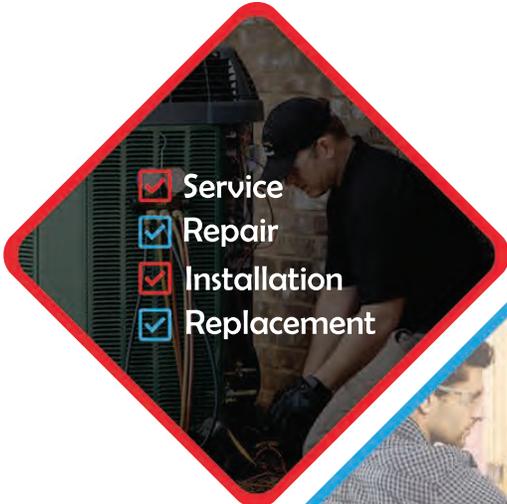
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Mad Cow Autocross July 25-26

It's Sunday night, July 26, and our first autocross weekend of the year is over. After all the work and preparation, we had two successful days of autocross action at the Cow

social-distancing requirements. People were still able to socialize, just 6 feet apart. We did get visited by 3 of San Mateo County's finest on



Sunday. Apparently someone reported that a sideshow* was happening. After talking to them, they stayed around to watch and seemed to be enjoying themselves.

All the results and class winners won't be ready for a few days. But I can report that

Palace. The weather was great, we were at near-capacity both days, and everybody I talked to said it was a fun course and we put on a good event. As one participant said, "That was a good time today. You guys are a great group."

Numbers for the event – 84 entries on Saturday, 80 on Sunday. Half of the entries were Corvettes. 40% of the entries were WSCC members.

We took in \$9,000 in registrations, \$500 of which went to MotorsportReg as their fee. Expenses were high for this event (~ \$6,500), but we managed to stay in the black (~ \$2,000). Expenses should be lower at our next two events. Not bad considering all the uncertainty surrounding this event.

The COVID regulations caused us to do things quite differently, with very few guests or spouses, and mask and

Top Time of Day winners were:

Corvettes Saturday- **Stuart Calhoon** – C7 Z06 – 48.498
Non-Corvettes- Aaron Topal -- S2000 – 48.265

Corvettes Sunday- **Rick Bronner** – C5 Vert -- 48.817
Non-Corvettes- Ovidiu Predescu – GT4 – 48.349

Many thanks to everybody who helped out in making this event happen. Our Autocross Army is essential to our success.

* A **sideshow** is an informal demonstration of automotive stunts often held in vacant lots and public intersections, most often in the East Bay region of the SF Bay Area, and most often illegal.

Stuart Calhoon

More photos by Bob Nastasi and Geno Brickey continued on back page

GETTING YOU ON TRACK



Sponsored by **Abel Chevrolet**, co-presented by **HOD** and **WSCC**

HOOKED ON CORVETTES - Monday 9.7.20 WEATHERTECH RACEWAY LAGUNA SECA

<https://tinyurl.com/HOD-Laguna>

We look forward to our events with you – and please know we will focus on safety in the COVID-19 era so the events will look a bit different, but the tracks won't!! Click [HERE](#) to see the HOD event guidelines and waiver in the Covid-19 era to assure the safety of all participants. Note that WRLS rules may override the HOD guidelines.

This is a 90db sound limited event. This is a Monterey County ordinance. HOD is wanting to be a responsible renter and asks you to take all actions necessary to meet this sound limit. Note that the park can ask you to leave the event at their discretion if a single sound violation is deemed too high. HOD is not responsible if you are excluded for sound violations. The 3 strikes rule applies to the entire event rental period, whether it is a single day or a multi-day rental period.

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"IT'S ABOUT GETTING YOU ON THE TRACK!"



HOOD LINERS... FLASHY? or CLASSY?

Looking for something to spruce up the appearance of your engine compartment, be it for car shows or just your own pleasure? Something to consider: so easy to install that anyone can do it (if I can do it, anyone can); only two simple tools needed that can be borrowed or purchased locally for less than \$10 each; lasts for years with only minimal maintenance; tells a story, shows patriotism, shows brand loyalty (or all three). The answer: ...a hood liner!



The factory installed hood liner is affixed to the underside of your hood and is designed to reduce heat and sound from the engine compartment. GM made the headliner from a thin, felt-based material sandwiched between two layers of thin

black fabric. For later models like C-6 and C-7 they impressed the generational logo into the hood liner. For a little extra pizzazz, you could opt for a factory colored logo. If you want more originality, color and/or a larger image you have two options other than to paint it yourself:

1. Remove the stock hood liner, send it out for artwork to be applied and re-install it upon its return
2. Order a brand-new liner already airbrushed with your custom design to directly replace the stock part

Choosing a design is difficult since there are so many readily available or you can custom design your own one-of-a-kind liner. Most websites show their stock images and some offer suggestions for custom designed artwork. Several SCC members have opted for custom designed artwork from several different vendors with varying prices (see examples later in this article).

You can buy an OEM hood liner (the parts catalogue will call it an "insulator"), GM part #23397821 for about \$70 (<https://www.gmpartscenter.net/oem-parts/gm-insulator-23397821>). You should be forewarned though, the liner is very lightweight but the box they ship it in is larger than the standard freight rate allows and shipping cost can be about \$185. The best idea is to order the liner and have it shipped directly to the "artist" unless the vendor has as good or better price.

In order to remove the factory hood liner you should use a special tool that is available at local auto parts stores as well as the internet sources for less than \$10. The tool is called a "panel popper" or Auto Trim Removal Tool (see photo above). This tool allows for easy removal of the insulator retainers which are like push pins with large flat heads. However, unlike push pins, the shaft of the retainer is finned so that it stays in place once inserted. Upon removal the fins can become damaged unusable so you will



have to have a supply of replacements available once the new liner is installed. The plastic retainers are about \$1 a piece at various online Corvette supply sites



as compared to about \$4 each at your local Chevy dealer. If you really want to dress things up you can use chromed retainers but be prepared to spend about \$2.50 each or \$4 each for stainless steel. One recommendation that is easy and cheap is to slide a piece of heavy cardboard or thin wood shim under the fulcrum of the tool so the felt material of the liner isn't dented. The only other tool you will need is a T10 Torx for the two retainers holding the hood vent grill in place. It's not necessary but is advisable to have another person to hold the liner both upon the detaching and re-attaching process. The liner is super flexible and can easily bend during handling. It's not heavy just a bit unwieldy due to its size and flexibility.



Once your new treasure is delivered and you are ready to install it, secure the two bottom "feet" of the liner first, then the six retainer clips and then the vent grill with the two T-10's-in that order. As you work your way from the bottom of the hood to the top (closest to the windshield) insert the retainers as you go to keep the liner in place. Just press them into the existing holes in the under-hood and push until they are seated securely. Remember that the liner is made of easily-damaged material so be careful not to bend or press too hard on the liner itself! Once installed, all you will have to do to maintain it is an occasional gentle wipe with a mild detergent (dish washing soap). Most, if not all, the artists use a clear coat once the paint dries so that their work of art is preserved from normal dirt and grime as well as the heat from the engine. The liner I had painted is now 16 years old and is still vibrant although a little frayed around the edges. **Continued on page 22**

HOOD LINERS... FLASHY? or CLASSY?

In the past year or so several SCC members have had their liners airbrushed and installed. They found artists who did outstanding custom-designed artwork and the owners were very pleased with the results.

Wayne Dorsey's C7 by Steve Ray, Airbrush, Inc., (866) 926-2116, <http://airbrushincorporated.com>



Cliff Martin's C7 Z06 by Kiko Sanchez, AirbrushFree.net/kiko, San Jose, (408) 655-9717



Al Thompson's C7 Z06 with stainless steel by American Car Craft available online.



Some less "intense" artwork that might appeal to more members:



Another way to decorate the area under your hood would be with stainless steel accessories as shown above in the accompanying photo. Just to ensure that onlookers didn't miss anything, strings of colored LED lights were added to accent the stainless.

Bottom Line: Let your creative self take over and design your own custom look- **be different!**

Enjoy your mods!

Dave Johnston



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Collins Orton & Stuart Calhoon: Competition, Motorsports



The past month has been busy. Collins and Stuart were heavily involved in preparations for the first autocross of the year – July 25-26. Getting ready to host an AX is quite a bit of work in the best of times. Now with the COVID aspects, it's easily twice as much work.

Collins handled all the “hardware” details -- getting the trailer out of storage; stocking up on chalk, batteries, and water; arranging for trailer towing; organizing the autocross army to prepare the course on Friday afternoon; purchasing two forehead temperature units; getting all required signs made; making copies of all required COVID documents; getting several sandwich boards out of the storage unit; and arranging for the port-a-potties. That's a lot of work for somebody who is still working.

Our President **Greg Selzer** assisted us significantly in the COVID area. He researched all the requirements and created the COVID documents that we had to submit to the Cow Palace in order to get our event approved (Social Distancing Protocol and Health and Safety Plan). This involved several meetings with Cow Palace personnel, and he also coordinated with two clubs that have already put on autocrosses at the Cow Palace this year (Lotus and Porsche clubs).



Our biggest fear was that the county or state would shut us down before we could put on the event. With the COVID situation worsening throughout the state, and other counties imposing (or re-imposing) stricter requirements, we were concerned. But we were fortunate -- San Mateo, where the Cow Palace is located, was one of only two counties in the Bay Area not on the CA Watch List, so we were spared harsher controls.

All our preparations were completed, and we happened to be in an area with less of a COVID problem. So we were able to put on the event. Look on page 19 and back cover for results and photos from the autocross.

SCC Motorsports Co-Directors

Collins Orton and Stuart Calhoon



Stuart took care of the “software” details -- Cow Palace contract; event organization documents (run groups, work assignments, virtual drivers' meeting); insurance waiver e-signing process; COVID guidelines document; and the elephant in the room -- all MotorsportReg activities (putting the event on MotorsportReg; managing the registration activity; answering all the questions; managing the placement of people on the wait list, as cancellations occurred; and ensuring that all registrants have received all relevant documentation (drivers' meeting, COVID guidelines, daily schedule, and course map).

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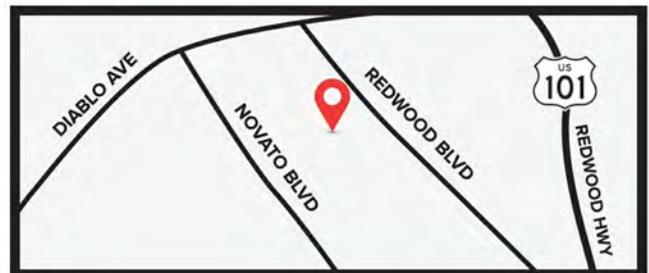
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Romulo Rimando: Competition Car Show

RestoMod

Currently the word *restomod* has not been acknowledged by your preferred dictionary, but has long been adopted

by gearheads, and car enthusiasts throughout the globe. It is the merging of the two words; restoration, and modification.

Restoration: *restoring to an unimpaired or improved condition*

Modification: *making of limited change in something*

In previous articles we have described NCRS restoration which specifically relates to the Chevrolet Corvette, and its factory-like presentation. It definitely includes the art of patience, and precision for those who enjoy originality.

Today, let's take a look at the polar opposite of the stock rebuild and the growing restomod car culture. Clearly a Vette can be included in this reference, however, consider any classic truck, or automobile.

There is a large debate whether there are any boundaries to a restomod type restoration. Often the clear goal is to bring the car to its original stock appearance, but introducing modern technology, and conveniences. Initial appearance such as factory paint schemes, may provide



an illusion of a stock build, and occasionally mild interior changes, but sky is the limit to the restomod builder.

Ultimately, manufacturer OEM parts, and the introduction of new after-market parts which are comparable in function are commonly available on the Internet, and auto parts stores. The obvious transformation is often underneath the hood, or suspension. Today it's very popular to replace a stock motor with an LS, Hellcat, or Coyote option depending if you are building a GM, Dodge, or Ford vehicle. There is no doubt modern engine options are attractive, but imagine reliable starting, no vapor freeze, improved gas mileage, and tons of power are a just a few advantages. Old cars, and trucks that once cornered poorly, and had a terrible ride, can now have frame replacement/ and coil-over option creating a modern ride. Even upgraded brakes can greatly improve stopping power, and safety.

One caution - always be aware of any substantial custom work, or changes to major components. Often, transmission work, electrical, and other systems may need to be carefully examined. Special tools, fabrication, or labor can be required that can cause delay, or derail any restoration budget.



There are many restomod options to consider when restoring any classic vehicle. Of course, review of rare cars, or trucks should be a factor before any significant modification begins. The possibilities are endless depending on one's taste, and budget. The good news for anyone interested on a restomod build - they are widely accepted and appreciate in value.

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SCC Upcoming Events!

AUGUST 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					

SEPTEMBER 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			

- 5 Zoom Social at 6:30 and Zoom Business Meeting starts at 7:00pm
- 13 TGIT, Contest for Best Decorated Mask
- 13-16 Rolex Monterey Motorsports Reunion
- 15 Mad Cow Auto-X
- 16 Mad Cow Auto-X
- 26 Zoom Board Meeting starts at 6:30 pm
- 27 TGIT, Fiesta Night, Mexican Food Dinner Together

- 2 Zoom Social at 6:30 and Zoom Business Meeting starts at 7:00pm
- 5-6 Mad Cow Auto-X
- 7 Hooked on Corvette track day at Laguna Seca
- 20 Corvette Spectacular - Canceled
- 27 Ride the Train to the South Rim of the Grand Canyon
- 30 Zoom Board Meeting, Starts at 6:30 pm

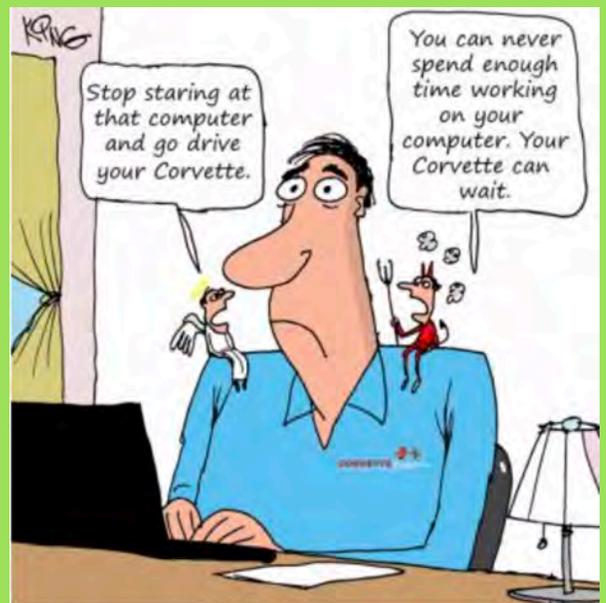
*Some dates may be added after this goes to press so always check the sccorvettes.org website for the most current information.

August Birthdays

- 04 - Shirley Martin
- 08 - Robert Courtney
- 08 - Chuck Vivian
- 15 - Betsy Franco
- 15 - Beth Mostovoy
- 16 - Ron Beck
- 16 - Kraig Kurucz
- 16 - Chris Petersen
- 17 - Reesa Lawton
- 21 - Teri Brickey
- 25 - Roger Pendenza
- 28 - Liz Bronner

August Anniversaries

- 1998 - Keith Mendia
- 1998 - Sandy Mendia
- 1998 - Steve Merrick
- 1999 - Andy Hoepfner
- 1999 - Scarlett Reed
- 2003 - Jim Barnes
- 2003 - Walt Kimball
- 2004 - Jerry Banks
- 2004 - Lois Banks
- 2004 - John Lux
- 2007 - Liz Calhoon
- 2007 - Stuart Calhoon
- 2013 - Gary Linford
- 2017 - Anthony (Tony) Olea
- 2018 - Brian Barlow
- 2018 - Marisvela Barlow
- 2019 - Frank Tringale



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To:



Postage

Continued from page 19 - Mad Cow Autocross



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 information, pictures, and the latest events.