

FIRST CLASS GLASS

The Official Newsletter Of Santa Clara Corvettes



Happier New Year



January 2021
Volume 46, Number 1



Cover Story -Twins, Twins, Twins

In memory of **Vince Alomia** who we lost in January 2019, this story describes Vince's and **Jeanne's** story of Twins through their ~25 years as Santa Clara Corvettes members.

Vince Alomia owned a 1977 Red Corvette Coupe when he joined Santa Clara Corvettes in 1995.

Jeanne Corrinne owned a 1994 Bright Aqua Metallic Corvette Coupe when she joined SCC the same year. **Vince** said that the only color for a Corvette was red. **Jeanne**

preferred blue. **Vince** kept his red 1977 and **Jeanne** sold her 1994 to **Lynda Rae Andriotti** who raced it in many SCC autocrosses. **John Marker** helped **Lynda Rae** keep the car in running condition.



Twins: **Jeanne** had twin teacup poodles, Pierre & Missy. **Vince** would puppy-sit for them when **Jeanne** traveled.

Twins: **Vince** and **Jeanne** bought 2002 twin Corvettes (red and blue again). 2002 was the year that GM offered zero percent financing on Corvettes. **Jeanne** wanted a blue one but

had no luck with the local Corvette dealers in the SF bay area to find a basic LT1 automatic Corvette with chrome wheels and no other extras before the financing discount expired. Disappointed, she went on vacation to Florida with several of her friends. While there, one of the friends suggested that they visit a Chevrolet car dealer which they did. Fortunately, they found just the right basic automatic one in Electron Blue with chrome wheels. So **Jeanne** bought the car in Ft. Lauderdale and had Exotic Car Transport ship it to Sunnyvale, CA. It came in an enclosed carrier with several exotic cars. When **Vince** saw **Jeanne's** new blue one, he decided he would buy one in Magnetic Red, of course. He always wanted a Corvette with standard transmission and a convertible with LT3 options. So the 2002 red and blue twin Corvettes began. In April **Jeanne** and her friend and **Vince** joined the drive to San Simeon with



their twins. This picture is at Morro Bay.

When **Vince** and **Jeanne** decided to buy new Corvettes, they posted their 2002s



on the Corvette Forum and AutoTrader. A buyer from Seattle came to California with his mother and bought **Vince's** red 2002. A few weeks later, his Mom came back to California to buy **Jeanne's** blue 2002. So the 2002 twins stayed together again in Seattle.



Twins: **Jeanne** has twin toy poodles now, Gigi and Maxi. **Vince** puppy-sat for both sets of twin poodles.

Twins: **Vince** and **Jeanne** bought 2010 twin Grand Sport Corvettes (of course red and blue). At the SCC Spectacular in 2009, **Vince** and **Jeanne** saw the Grand Sport Corvette and decided that was the next car they each wanted. This time **Vince** and **Jeanne** went to Courtesy Chevrolet (now called Stevens Creek Chevrolet) together and ordered their corresponding red and blue Corvettes. **Vince** again wanted a Crystal Red convertible with a standard transmission and several extra options. **Jeanne**

wanted the basic Jetstream Blue with an automatic transmission. They arrived in January 2010 within a week of each other just in time for the buyer's discount that year.

Convertibles must take longer to create since **Vince's** arrived a week later than **Jeanne's**.

Vince and **Jeanne** seemed to like similar twins in cars, although different colors. But that similar likeness doesn't go for sports teams. **Vince** and his girlfriend were big fans of local sports teams – in fact, they were San Francisco Giants season ticket holders. **Jeanne** and her boyfriend are not local sports team fans.

More Twins: But maybe more twin Corvettes for **Vince** and **Jeanne** (C7 Grand Sports) are in the future? ... "This was what **Vince** and I had planned for buying 2018 C7 Grand Sports, but **Vince** became ill and we lost him in January 2019."



President - Greg Selzer



2020 Thanks

Thank you to all the members who supported our various fundraisers; food drives, toy drives, blood drives, and the fire relief fund. Your generosity supported our community at a time of great need. I know that all of you support other organizations as well. Your willingness to also support what we did together was awesome.

Thank you to everyone who filled a need when they saw one. First Class Glass articles, website enhancements, figuring out how to Zoom, and of course how to autocross in the year of COVID. Santa Clara Corvettes did not fold up our tent, we moved forward together during a very difficult time.

Thank you also to everyone who accepted appointed positions with the club this year. **Malcolm Lawton**, WSCC rep; **Alan Templeton** Webmaster (acting); **Keith Mendia**, Historian; **Sandy Mendia**, Points chair; **Ken Edgar**, Hospitality chair; **Jan Minearo**, Clubwear; **David and Nicole Wilson**, Spectacular co-chairs; **Shirley Svindal**, Goodwill Ambassador; and **Mike Mak**, Social Media chair. These are important roles that provide activities and services that we all enjoy. Admittedly for some of you there wasn't much

to do THIS year, but you ALL re-upped for 2021 and for that I am very grateful.

Next my thanks go to all the Board members for their enthusiasm and hard work during a very challenging year. As you would expect, virtually NOTHING this year was just 'turn the crank' and do it just like we did in past years. First we needed to figure out IF we could do something, then we had to figure out HOW. And more than a few times we couldn't-not this year. Through it all, the Board members remained enthusiastic, willing to try new things and continue to do the best we could for the club. Thank you to: **Cameron Brown**, Vice President; **Ken Jacksteit**, Secretary; **Alan Templeton**, Treasurer; **Al Thompson**, Membership Director; **Geno Brickey** and **Steve Wells**, Publications Co-Chairs; **Cheryl Klynn** and **Linda Lariz**, Social Co-Chairs; **Stuart Calhoon** and **Collins Orton**, Motorsports co-chairs and **Romulo Rimando**, Car Show director.

I enjoy working with you all.

My final thanks goes to our new 2021 Board and Appointed members; **Jerry Banks** as Publications Co-Chair replacing **Steve Wells**, and **Mark Koller**, taking over for **Romulo Rimando** as Car Show Director and **Maxine Wiley** as our new Charity Coordinator.

Greg

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A thanks to our Club Member Photographers:

Teri Brickey	Dave Johnston	Romulo Rimando
Jeanne Corrinne	Bob Nastasi	Keith Mendia

Wanted
Cover Car Photographs
For 2021 First Class Glass Covers
Contact: Geno Brickey
geno116@sbcglobal.net
Jerry Banks
j.lbanks@comcast.net



Welcome!

Al Thompson - Membership Director

Happy New Year Santa Clara Corvettes!

Happy New Year! Greetings and salutations! Hello 2021! Here is to hope that this year is way better than the last. Excited at the possibilities the New Year will bring. Let us recap last year shall we:

- 1) We voted to waive the annual membership dues for 2021.
- 2) Updated the membership renewal form for ease of registration
- 3) We conducted 15+ virtual committee and membership meetings.
- 4) We welcomed 18 new members into Santa Clara Corvettes.
- 5) 161 members renewed by the December 15th.
- 6) 3 members were reinstated.
- 7) Currently our roster is 188 members which is 124 Memberships and that would be 64 Family Memberships and 60 Individual Memberships.

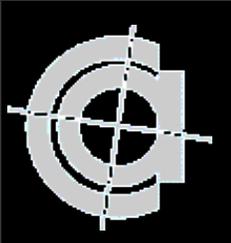
Now if you have not renewed no worries, you can still renew. The cost for doing so, which includes the WSCC membership and the late fee, is \$61.00.

Hopefully 2021 will bring about a little more normalcy and we can continue to grow our membership.

Thank you for your support.

Happy New Year!!!

Al Thompson



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Social Directors Cheryl Klynn & Linda Lariz



As I start to write this article and save it as FCG Social – January 2021 I marvel that 2020 has passed in a way that no year has passed before. Going from full tilt planning of a year of events for our SCC members to a complete halt. Zoom is magic for keeping our Corvette family connected and interacting. These meetings became our “consolation prize” for our Covid-19 isolation.

That being said, thanks to **David** and **Nicole Wilson** we did manage to pull off a great Super Bowl Party (except for that one detail). **Linda** got many of us to the Amazon facility tour in Tracy and then over to the Ghirardelli factory and ice cream shop for a decadent lunch of sweet treats. And then..... the big shut down. Sigh....

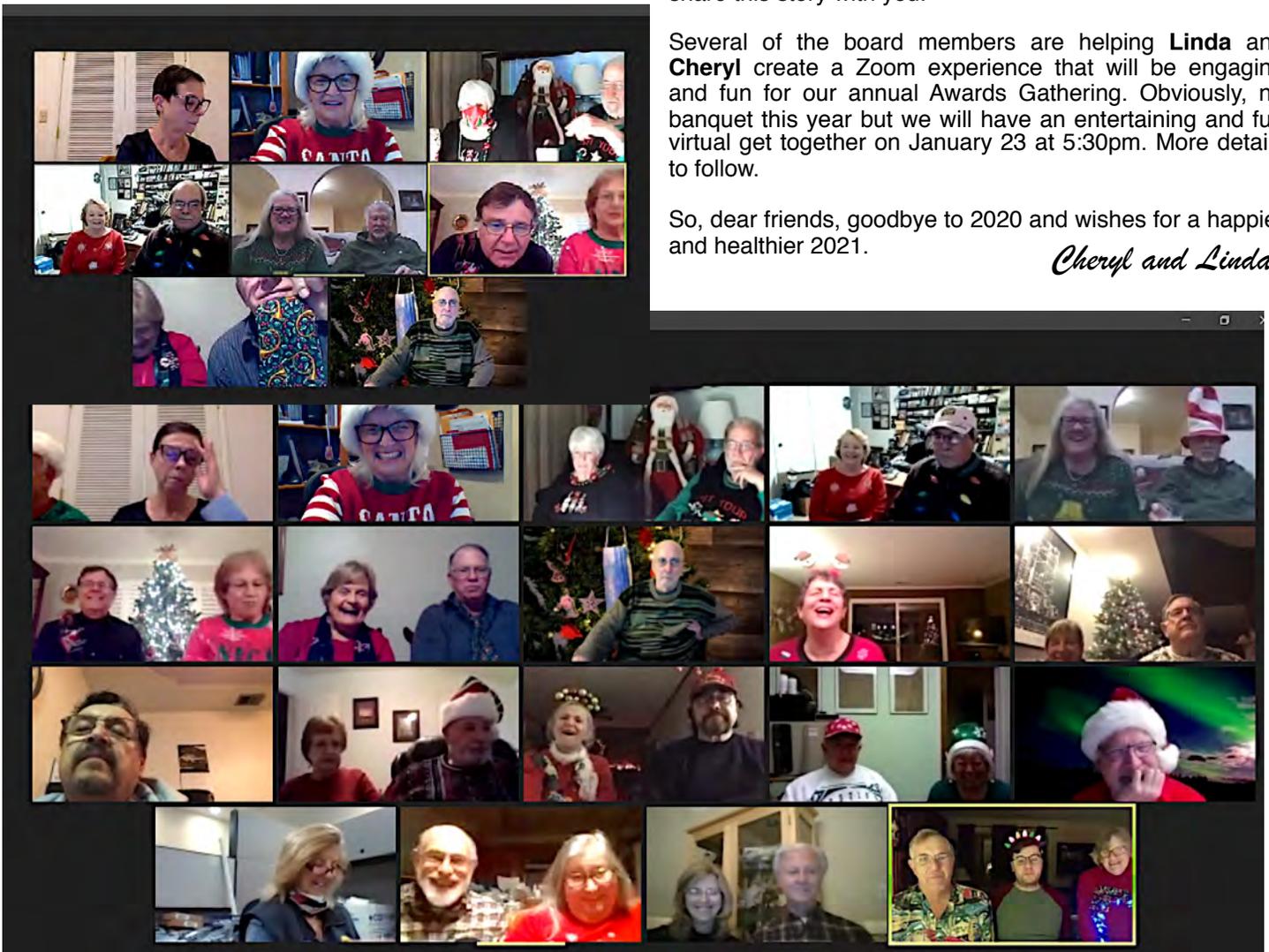
Our “Ugly Christmas Sweater” TGIT was so much fun. All the participants were in high spirits and donned their very worst apparel to celebrate. **Barbara Warner** was extremely festive (and in character) flashing all of us while masked up in a brightly LED lit mask (to clarify, the mask flashed us, not **Barbara** in the conventional manner). Well done, **Barbie**.

Sandy Mendia shared one of her amazing adventures of accepting a job driving a car from St. Louis to California while she was a student at Foothill College and homesick for family in Kansas. The vehicle was a TVR and not meant for winter driving. She got 19 tickets ferrying the car to its owner in California as it was just barely street legal. Part of the agreement was the owner would pay any tickets and he did. When we can convene in person again ask **Sandy** to share this story with you.

Several of the board members are helping **Linda** and **Cheryl** create a Zoom experience that will be engaging and fun for our annual Awards Gathering. Obviously, no banquet this year but we will have an entertaining and fun virtual get together on January 23 at 5:30pm. More details to follow.

So, dear friends, goodbye to 2020 and wishes for a happier and healthier 2021.

Cheryl and Linda





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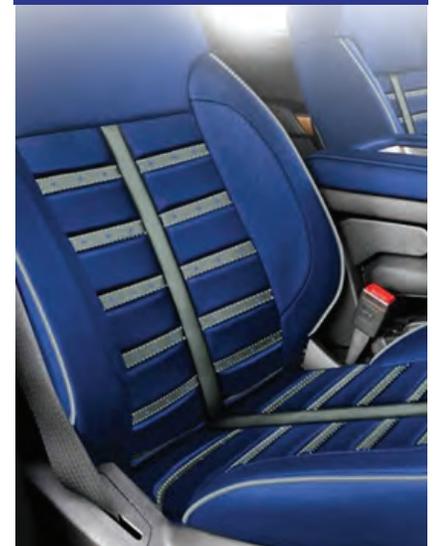
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What's Happening with the "C8 Watch" Now?



Here is the latest info I was able to find out on the C8 Watch. At the time of this writing; The factory is now shipping 2021 coupes and convertibles to dealers.

I had been wondering, like yourself, how the C8 hardtop convertible mechanical design can retract and fit over the motor without any problems? I wanted to see it in action up close so all the moving parts are visible. The closest I could come is the YouTube video by **Drive 615** where he reviews the all new 2020 Chevrolet C8 Corvette Convertible. This 2020 Convertible C8 Corvette is finished in Long Beach Red Metallic Tintcoat (\$995 option) and has a 2LT preferred equipment package (\$6,800 option) with a Natural interior. Check out this engineering marvel at this link.

<https://www.youtube.com/watch?v=u-BMI7xbvZA>

Do you want to know what is new on the 2021 that is not listed? Rick Corvette Conti on his YouTube channel has a great short video that shows you in detail some cool changes to setting features for 2021. The new 'Buckle to Drive' is one of them, and it works in a rather simple fashion. If you try to select Drive without buckling up, it won't allow you for 20 seconds after engine start-up. And of course, you can deactivate the system if you want to bypass this feature.

Go to Rick Corvette Conti YouTube link and see some nice rides and detailed info on what is new but not listed. He compares a 2020 and the 2021 changes.

<https://www.youtube.com/watch?v=EJC50KMEytg>

Stay tuned for more to come on the latest C8 Watch.

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The Last C8 Review You Will Ever Need to Read!

By David Ray

INTRODUCTION:

In the early days of HOD I was highly creative in getting attention to our HOD brand. Through some lucky connections, I had become a member of the Western Automotive Journalists, who's members have access to press fleet test vehicles. Writing (and sometimes filming) car reviews, my first big connection was the introduction of the BMW 6 series...and there were many others along the way. The press fleet policies have changed over the years, and I frankly have not had the bandwidth to push for and compose reviews.....But the C8 came along and we made time.

The Last C8 Review You will Ever Need to Read!

By: David Ray



I know this is probably the last review ever written on the C8 Corvette, but it is for our HOD peeps, and a car like this doesn't come along very often. In fact, I would say once in a generation. So, when a C8 was offered to me for a week, I said HECK YES!! Sorry – but it's not a track test. In a nutshell, Derek Abel of Abel Chevrolet allowed me 3 laps at Thunderhill in an early C8 Z51 and it was awesome. Simply put, it was on rails and LOVED to turn in...I was blown away by my 3 laps, but 3 laps do not a review make. There are MILES of YouTube reviews that will give you a great feel for what to expect on track. Note that several reviewers adjusted their impressions of on-track behavior after the C8 has had a performance alignment. This seems to be key for the frequent C8 track driver...with that, folks are astonished by this car on a road course!

What I know about the C8's track capabilities are this: You first must be certain the Corvette you buy has the Z51 package....and then, you MUST TRACK YOUR C8!! If you don't, it's like buying a very expensive fly rod and reel and

hanging on the wall – and never fishing...The 2020 Corvette is so good, and so fast, that you simply will be committing a felony if you get anywhere close to its limits while on public roads. You MUST HOD this car!!! And of course, we are totally impartial in this opinion!

Here is a commentary on our week with the C8:

The car is a stunner, inside and out. Several people along my route home – gas station, CVS parking lot, at a stoplight – “Is it a Ferrari?” several said. I looked to the right at a stoplight and we were being videoed by a thumbs-up bearing, grinning, enthusiast in a Camaro. I parked it in the driveway and studied it from every angle. I'm sure that every design can evolve and be improved, but the quantum leap that the Corvette design team took in relocating that pushrod V8 was unprecedented – and I give them an A++. It has the familial front Mako Shark fenders from the past yet blended into a new exotic and modern package. The only wish I have, and I know they tried, is to bring the rear quarter panel air scoops in an inch or two. They are just a tad too prominent. But, that 6.2 that is being assigned the task of rocketing this car on road and track needs air, so it is what it is. Beyond the side scoops, this car is gorgeous. I love the notches in the leading edge of the front trunk. The windshield is a panorama on the world from the cockpit. (I'll hire a more agile person than I to clean the inside of this amazing windshield). The taillights retain the Corvette history, the roofline allows for amazing headroom in a true sports car package. We intentionally invited our neighbor Mike to check the car out. He thought we were being nice, but I just wanted to see if he'd fit! At 6'6", he fit easily, and immediately asked his wife to sit in the passenger seat so they could wink at each other inside the car...The C8 brings the Corvette look from the past up to now in one, fell swoop. I think the most impressive thing about this change is how they managed the complete reportioning of the body. I owned a C7, which is an awesome car. But the hood was the equivalent of an aircraft carrier runway. Sitting in the center of the C8, the car is just right – with adequate crash protection and frontal area for functionality (HUGE COOLERS HIDDEN), and lots of room for a sizeable driver, with a miraculous trunk in back as well...1/3, 1/3, 1/3 – nailed it!

Living with the C8 Corvette:

First, you must get used to being a celebrity. We were stopped at a Starbucks off of I5 by a guy walking his dog, who made a beeline for us...“OK, I'm a Ford guy with a 67 GT350H at home, but Chevy NAILED it with this car. Ford has some catching up to do – well, there's the Ford GT, but it's not attainable.” This guy literally was considering changing car religions based on this Flame Red Vette.

Continued on page 13

HOD C8 Review continued from page 12

My wife Brynne and I planned a drive from the Sierra Foothills, through the Bay Area on a Friday afternoon (oh boy), down to Santa Cruz for a fun weekend. I can speak for Brynne and say that the C8 was a hero on the trip. Here are some remarkably simple but important observations:

Chevrolet engineers found the perfect balance of sports car firmness combined with compliance. The result is that this



Corvette is a world class touring car. At "slightly" above highway speeds, they have tamed the airflow over this pretty busy body, and we heard NO wind noise

and felt the cockpit was incredibly quiet. And if there is any question about ride based on circumstances, the Drive Mode can be changed on the fly from Tour to Sport to Track...and each mode is clearly adapted to its mission... they are significant different feels with each turn of the knob. Especially steering feel...absolutely amazing. Also, I'm over six feet and Brynne is 5'8" and we both felt extremely comfortable in this car and wished we were going further. The optional sport seats are some of the best seats I've experienced and Brynne volunteered how comfy and supportive they were before I asked her. They are probably not for everyone, so the seat chosen for your use should be evaluated before checking the box. True confessions – I initially hated the slashed dash with the control panel creating a break between driver and passenger. How were we going to hold hands? Ok, yes, it looked cool – several said like a F18 fighter cockpit, but it just looked like it chopped up the interior. Well, the more I drove the car, the more I actually began to feel that cockpit feel and the control that comes with it...it took a day to get used to, but on day two, it felt like home...

I'm not crazy about the switchgear – little niggly things like the sound volume tabs are awkward on the bottom of the steering wheel and do not adjust enough...I found myself constantly fiddling to find the right volume. The dashboard information is not intuitive...one needs to read the manual to find all the optional information displays. However, I did smile at the engineers who put the 0-60mph timer on the dash...talk about aiding and abetting!

This was my first squared off steering wheel. LOVE it. Hands at 9 and 3 is very natural and you don't have the top of a circle in your line of vision even when your hands end up on top.

Brynne did a short stint in the car, and she thought it was effortless to drive – exceptionally smooth and enjoyed it thoroughly. One thing we both agree on – we don't like the center rear-view camera/mirror. It's not a mirror, and has a funky convex mirror feel and we both had issues focusing on it as we both wear prescription glasses. I also was concerned that the camera serving as the mirror is along the roofline in the rear and could be obstructed by snow and ice. But then realized this car should be in the garage when it's snowy and icy!!

The storage in this car is a huge differentiator in the sports car space. Once again, the Corvette as a touring car comes through. We placed two full back packs, a two-bottle



wine cooler and my laptop bag in the FRONT trunk. In the back? Well, how about two full golf bags with clubs?! Yes, I had seen this in other reviews, but I now have

proven it. We both golf and have nice bags – not pro bags but not just carry bags. I will admit it took a couple of tries and we used ALL the room, but you'll see the pictures of both bags snuggled in...plus shoes, boxes of balls and my HOD hat. The guys at Seascape Golf Club simply did not believe it. Having said this about getting golf bags in – if you are not hauling golf bags, you have LOTS of room for a lengthy trip. This is a good thing, as the cockpit is very comfy, but cozy...not lots of room in the interior for your "stuff." I will add one item that will probably upset the Chevy guys, as I was not in on the wind tunnel testing. But it would have been great to put the rear wing

Continued on page 14

HOD C8 Review continued from page 13

so it would go up with the lid and be out of the way for lift over of items to be placed in the trunk. With it along the rear edge of the body of the car, you need to be VERY careful lifting your items over the wing and down into the trunk.

Knowing that this is a sports car, and I'm talking a lot about the trunk, I guess you'd like to hear more about the sports car stuff.

In addition to the balance of the mid-engine car, and the resulting traction that comes from having the engine in its optimum location, we need to mention the sweet, 6.2-liter LT2 Pushrod V8. A few years ago, I was at a dinner with Corvette Chief Engineer Tadge Juechter who was asked "When will the Corvette get a more sophisticated overhead cam engine?" He bristled and responded (summarizing here) "Look at the size of the package, the torque, the reliability and economy and tell me what we're missing." I sincerely believe that, like rumors about the 67 big block Corvette, the dyno numbers for the C8 are a bit sandbagged as published. With HP just under 500 and torque at 470 ft. lbs., when put to use, this engine feels even more powerful. True story: We were on the way home in the dark, at a four way stop (Jack Tone Rd. and Highway 4), with no traffic, the devil told me – with no warning – that I had to just DROP the hammer. This was a near-marriage ending decision. The 2020 Corvette launches VIOLENTLY. With the TCS keeping the Vette squared up down the road, the initial thrust is backed up with a steady violent push. Brynne kinda freaked out. This was not well-received without warning.

From this experience and driving the car for a week, I have come to believe that this car is "Just right." It has ENOUGH power. As I said earlier, if anyone gets close to the Vette's limits on the streets and roads, they are irresponsible. This is a wonderful touring and sports car that is more at home on the track. Big power, monster brakes, ginormous



coolers, adaptable/programmable suspension...this car is a superstar.

Having just used the "superstar" moniker, I am going to make one strong statement that could be a negative. The Corvette is not a good grocery getter, errand runner. With the amazing design and efficient use of space, comes an extremely low access and seating position. Put succinctly, this car is an effort to get in and out of. (OK...I am over 60...do not remind me!) The floor rails along the bottom edge of the door is certainly a safety and engineering feature. But it also creates the scenario where you need to prepare to enter – getting feet turned at the right angle and get balance before slithering in. Exiting is the same, one must take their time and not drag their feet across the threshold, turn and push off to stand. And it's really tough if the door does not open fully, as in a tight parking space. Yup, we would suggest that you have another car for your daily driving. I was reading Santa Clara Corvette Club's "First Class Glass" magazine last night and saw a picture of a member's C7 with the swing-wing door conversion... Now that would be a HUGE enhancement to the C8.

All in all, the C8 met my very lofty expectations and is better than I expected, after having read many positive reviews. This is an instant classic, a perfectly balanced package, and has the performance of a much, much more expensive car. I think the balance and synergy of the C8 would be upset by a supercharger or turbocharging...my two cents? This car is fast enough!! To that point, I hesitate to indicate to Chevrolet execs who read this article that it's too cheap. But it might just be. If Chevrolet is trying to continue the legend that is the Corvette, and keep current customers happy with the change, they have done the job. But – and this is going to sound weird – I believe that many Porsche buyers won't take a serious look at it because, "for \$78 grand, it just can't be that good." Oh boy will they be wrong....Yes – Porsche is HOD's number one brand, and they build amazing, track ready cars, but I'll simply say that the old U.S. of A. has made us proud with a viable competitor at a great value. It is a wonderful world we live in that we have options like the C8, Porsche 911's, 718's, BMW M's, Shelby's, Mustangs and Camaros, AMGs, McLarens, Ferraris, RS Audis...and so on, and so on....

We hope to see you at HOD with one of those amazing cars out there soon!

David Ray,
Founder, Hooked On Driving

Mike Charsinsky R I P



Our good friend and past SCC member, Mike Charsinsky passed away on November 6, 2020 from a heart attack. Mike was 70 years old at his passing. He was a Corvette enthusiast, a lover of animals and a real fan of opera and ballet. He was buried in Colma, CA on November 12th. He is survived by his brother. Our condolences to his family and his best friend, Gil Garcia. If you happen to be on our SCC website home page, there is a nice picture of Mike & Gil.

God Speed – Mike Charsinsky
Keith Mendia



A to B

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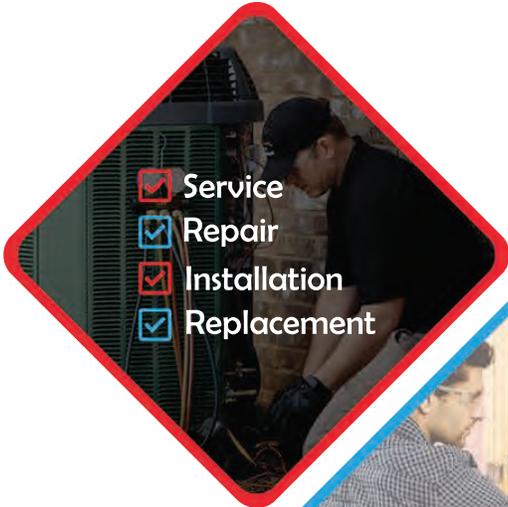
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New 2021 Board of Directors



Welcome back all directors and appointed positions who felt 2020 was a challenge and there is unfinished business to be accomplished in 2021. You all know them and can see their contact info in the back of FCG. We all know 2020 is a year we all want to forget because the coronavirus made our lives miserable and restricted us from meeting in person. There were high spots from **Stu** and **Collins** to make auto-x happen. The low spots were no in-person socials events but **Linda** and **Cheryl** kept us going on Zoom. No car shows but **Romulo** had great articles to inform us. We did have some TPS cars and coffee events where we social distanced for a few hours. As you watch the evening news they say 2020 is dismal and 2021 is uncertain. I say turn off the TV and go do something positive for your family, your community, your SCC membership and friends, state, and your country. In 2020 SCC charity raised the most money in years. If you know someone that needs help tell our Goodwill Ambassador. People need a job to get food, etc. So if someone you know is looking for a job tell our members because some of us are still connected to the valley companies and can help. You do not need to know someone to help them. Donate to Second Harvest Food Bank because a few days ago they reported a 60% increase for food after the latest state mandated shut down and layoffs. Get on your phones and or send an email to someone you have not contacted in a long time. Restart those friendships and keep your Corvettes ready. I plan to do all the maintenance, clean to Type 1 car show specs and drive my Corvette as much as possible safely to nice getaway places in 2021. Hope you do the same. Maybe together.

Welcome to **Mark Koller** as Car Show director and **Jerry Banks** as Co-Publication director. I look forward to working closely with **Jerry** on the SCC newsletter. Please see their introduction below.

Geno Brickey



Happy New Year Everyone!

And I do hope 2021 will be happier than 2020. I'm sure we all are looking forward to a year without the Covid pandemic. I know I am and looking forward to a TGIT at an actual restaurant, enjoying a meal and beverage with our SCC friends. I look forward to a road trip or two, maybe even a few one day cruise's around the local area. I do hope in 2021 the Covid Vaccines work and are available for everyone and the pandemic will be something of the past. I'm looking forward to a pre-pandemic 2021 when we can enjoy our cars and spend time together with family and friends.

I'm also looking forward to being Co-Publication Director for 2021 with **Geno Brickey**. I've had several different jobs in my life time and have been somewhat successful at them all, but this is my first attempt publishing a newsletter. The past Publications Directors have set a very high standard for our Newsletter with National Corvette Museum recognition and many awards from the Western States Corvette Council. My goal is to maintain that standard and with help from **Geno** and past publication directors, **David Johnston** and **Steve Wells**, I will maintain the standard. **Geno** is generous with his time and has already spent several hours teaching me the techniques necessary to put together our newsletter. But, I still have much more to learn but should be up to speed soon.

Thanks **Geno** and thanks in advance **David** and **Steve**.

Save the Wave

Jerry Banks



Happy New Year! I hope 2021 brings with it some sense of normalcy, and as the new Car Show Director, the return of the car shows. I also want to start by thanking and recognizing **Romulo** for his leadership in 2020, and to **Dave Johnston** and the many others that proceeded him. Both **Romulo** and **Dave** have already been a great help as I make this transition. And fair warning, I'm sure to be tapping their shoulders for guidance as the year goes on.

After retiring in mid 2019 (when things were still normal) my wife **Stephanie** and I were able to return to the club, freed of the many distractions from work. We enjoyed the car shows, the get-togethers and a number of runs ranging from the Bay Area to Bowling Green and back All the while rekindling old friendships, making new ones, and enjoying the camaraderie of the club. As we move forward into 2021, I am anxious to learn from all the board members and hope to add to their continued commitment to keeping Santa Clara Corvettes at its best.

Mark Koller

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What's News?

Stuart & Liz Calhoun are up to no good. They recently made an offer on a house in Provincetown, MA, about 2 blocks from the ocean, and it was accepted. Will likely close mid-March. Provincetown is a small burg out at the very end of the Cape Cod peninsula, on the leeward side sheltered from the Atlantic Ocean.

Their younger son, Brian, owns and manages a B&B there (White Wind Inn) with his husband, Tom. Having given up on the boys ever moving to California, **Liz** and **Stuart** decided to move out to them – 3,200 miles away.

It's a rather complicated thing – but bottom line, **Liz** and **Stuart** will become active in the day-to-day operations of the boys' B&B, helping out on a limited basis, and will have excess living quarters that the boys and their partners can use (for a fee).



The house, originally built in 1850, has been a B&B, but is basically a 2-story house plus basement, with full living quarters on every floor. So it has like 9 bedrooms, 7 bathrooms, 3 kitchens, a large octagonal living room

on every floor, and plenty of parking. (Parking is important, because it's a rare commodity in Provincetown.) **Liz** and **Stuart** plan to live on the main floor and rent out the other

two floors. **Stuart** plans to dominate half of the parking (Corvette, truck, trailer), and **Liz** will keep her Prius.

Provincetown is a small resort town with a year-round population of just under 3,000, but a summer population of as high as 60,000. It's 45 miles from Boston as the crow flies, but 115 miles if you're driving from the airport. There is ferry service about half the year.

Often called "P-town", the town is known for its beaches, harbor, artists, tourist industry, and its status as a vacation destination for the LGBT+ community. They host an International Film Festival, and the annual "Carnival Week" is a major highlight of the year.



While isolated off the coast, P-town is only 40 miles from the Cape Cod Corvette Club and maybe 2 to 4 hours from several race tracks. So **Stuart's** Corvette activities will not die. **Liz** will have to learn what gardening methods work in the 4-season climate.

All SCC members are welcome to come visit. If you're heading out east, they'd love to have you stop by.

Knittin' Kittens

Although the Knittin' Kittens have not been able to meet F2F since February we have continued to work on our projects that we donate to Sandy Goldstein's wonderful organization "One Warm Scarf". Just before Thanksgiving I delivered the projects we've recently completed this year to her including, 77 hats, 59 scarves, and 3 pairs of gloves. Earlier this year the Kittens donated 78 pairs of socks to a local shelter that houses women and their children in times of need. (In normal years we contribute around twice as many warm articles of clothing.) Good work ladies! Hopefully we will be able to resume our Thursday working lunches in 2021.

Cheryl

National Corvette Museum News

The National Corvette Museum has something for everyone even for Kids. Now there is a new section on the museum's website. It is great entertainment even for adults who want to spend time with the younger generation explaining about Corvettes. Watch it together with your kids or grandkids.



Use this link to NCM Education- <https://www.corvettemuseum.org/explore/educational-programs/vettecademy/>

View All Seasons and Episodes - Episode 1, The first episode, hosted by Museum Educator Deb Howard, focuses on the Corvette Generations. What are 'generations'? How many generations of Corvette are there? Learn this and more in our short and fun episode!

We can guarantee you will have a lot of Corvette eye candy to check out, too!

TPS Toy and Food Drive 12-20-20

Romulo did a great job of getting SCC members organized who wanted to donate to the Toy Drive. There were 17 members, **Romulo Rimando, Geno Brickey, Bob & Donna Courtney, John & Barbara Warner, Keith & Sandy Mendia, Greg & Lisa Selzer, Jerry & Shirley Svindal, Al Thompson, Bob & Joanie Nastasi, Collins Orton, Jerry Banks** that met in Pete's Coffee parking lot in Santa Clara. Romulo led a caravan of 13 cars down Lafayette Street to TPS Motorsports where **Mike Mak** and helpers were waiting. **Bob Nastasi** took pictures while SCC went through TPS drive-thru setup dropping off their food and toys.



Since 2008 my company, TPS Motorsports, has partnered with HomeFirst Services of Santa Clara County to help support their drive to end homelessness with an Annual Toy & Food Drive. When I scheduled this event I wasn't sure what to expect as Covid-19 was rapidly spreading through our community but I felt this event was needed for all the struggling families in our community. Due to the kindness of the members of Santa Clara Corvettes, San Jose Mustangs, South Bay Mustang Clubs, and other auto enthusiasts we were able to safely collect over 300 toys and 100 food items for families in need. In this time of need I like to thank all of the kind hearted people around us for coming and donating what you could and also to our loyal customers. Thank you all and have a Merry Christmas!!!

Mike Mak



Continued on back page



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The big news for 2021 is **Stuart Calhoon** is moving to Cape Cod and will be Auto-X racing and running Track Days at places like Watkins Glen. We are very sad that **Stuart** and **Liz** are moving away but wish them great success In Province Town, Mass.



Replacing **Stuart** will be veteran Auto-Xer and past Motorsports Director **Rick Bronner**. Please join in welcoming **Rick**, General Mayhem, **Bronner** to the leadership team.



Our schedule for 2021 has been submitted to the Cow Palace for approval. Please see proposed schedule:

March 27 & 28; May 1 & 2; Saturday June 26; Sunday July 25; August 21 & 22; Saturday September 25; Saturday October 23

We have mixed in 2 day weekends with some single days. SCC is sharing the site with 3 other Auto-X Clubs. We have created some long-lasting friendships and close working relationships with these groups.

The Auto-X Army will be out in force this coming year. Please talk with your fellow club members about getting involved, maybe learning some new things, driving your car the way it was meant to be and having good fun.



The following is your Auto-X Army team for 2021. We need to develop depth at all positions. If you might be interested in helping out, please reach out to **Collins, Stuart** or **Rick**.

We need you for the Auto-X Army!

2021 Santa Clara Corvettes Autocross Army Organization

Co-Directors: **Stuart Calhoon, Collins Orton, (Rick Bronner to succeed Stuart)**



MotorsportsReg.com;

Tony Olea, Stuart Calhoon, Sandy Mendia, Mim Petersen

Course Design; **Rick Bronner (General Mayhem)**

Setup/Tear-down, Load-in/Load-out; **Steven Smith**

Logistics; **Ron Minearo**

Timing; **Rick Bronner, Sandy Mendia, Jim Loveless, Himanshu Patel, Gregg Medaglia, Helen Landis**

Timing Results; **Sandy Mendia**

Safety; **Chris Petersen, Ron Minearo**

First Aid, Health Safety; **Malcolm Lawton, Chris Petersen,**

Health Safety Protocol; **Greg Selzer**

Security; **Bill Landis**

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Gate Commandant; **Barbara Warner**

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Publicity; **Mike Mak (Facebook, Instagram)**

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Stuart and I want to thank everyone that participated in our Auto-X events in 2020. We appreciate the help provided and we all had fun running our Corvettes, the Great American Sports Car.

Collins Orton and Stuart Calhoon

2

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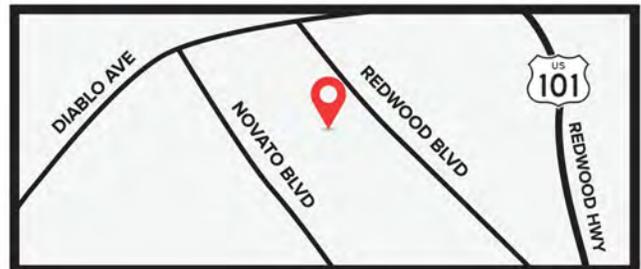
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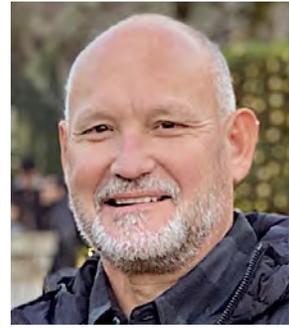


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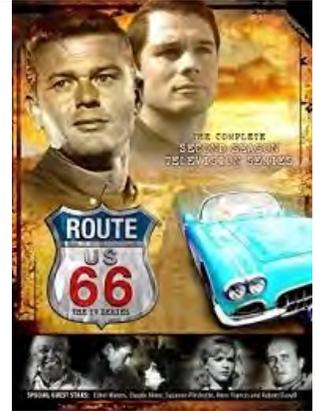
Mark Koller: Competition Car Show

No matter your preferred genre, there are plenty of Corvettes to keep you company on the silver screen. Who can forget Jack Nicholson driving his '78 Corvette on the beach in Terms of Endearment? Or Martin Milner exploring America in the TV series Route 66; sporting both a first and second-generation Corvette. From a Stingray XP-87 in Elvis' Clambake to Arnold test driving a convertible in True Lies, the Corvette is ever present.

So, as you endure the remaining COVID restrictions, longing to fill the void of your Corvette. Might I suggest movie night with Mark Hamill in Corvette Summer, or Dennis

Hopper in King of the Mountain, or just about any of the Fast and Furious movies. If perhaps you want a good laugh, try Austin Powers, The Spy Who Shagged Me, as Heather Graham drives a beautiful stars and stripes covered Stingray.

The list goes on and on. In fact, I bet you each have a favorite, one that might have sparked your interest in Americas' number one sports car, eventually leading you to SCC.



Mark



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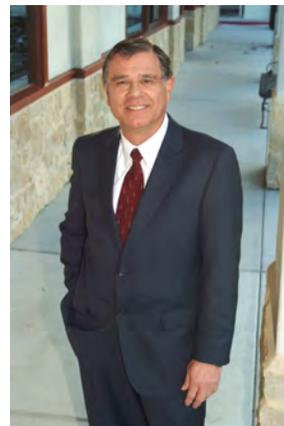


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SCC Upcoming Events!

January 2021

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						

February 2021

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						

- 1 **New Year's Day 2021**
- 1 **IMSA Championship at Laguna Seca**
- 6 **Zoom Social at 6:30pm and Zoom Business Meeting at 7:00 pm**
- 18 **Martin Luther King Birthday**
- 23 **SCC Awards Banquet starts at 5:30 pm**
- 27 **Zoom Board Meeting starts at 6:30 pm**

- 2 **Ground Hog Day**
- 3 **Zoom Social at 6:30pm and Zoom Business Meeting at 7:00pm**
- 12 **Lunar New Year**
- 14 **Valentine's Day**
- 15 **President's Day**
- 24 **Zoom Board Meeting 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.

January Birthdays

- 02 - Nancy Leras
- 04 - Ken Edgar
- 04 - Cliff Martin
- 05 - Debra Hanks
- 10 - Shari Thompson
- 14 - Al Fuerniss
- 15 - Steve Wells
- 16 - Geno Brickey
- 20 - Judy Ventimiglia
- 21 - Nicole Wilson
- 21 - Bexter Yang
- 29 - Joe Silva
- 29 - Christine Wisnet

January Anniversaries

- 1990 - Barbara Warner
- 1990 - John Warner
- 1994 - Jeanne Corrinne
- 1996 - Chris Petersen
- 1996 - Mim Petersen
- 1998 - Joyce Feimer
- 1998 - Nick Feimer
- 2002 - Kathleen Brandin
- 2002 - Lester Brandin
- 2004 - Stephen Bolaris
- 2004 - Valerie Bolaris
- 2004 - Donna Courtney
- 2004 - Robert Courtney
- 2004 - Jan Minearo
- 2004 - Ron Minearo
- 2006 - Henry Crook
- 2006 - Linda Lariz
- 2006 - Chuck Vivian
- 2007 - Pamela Brown

- 2007 - Richard Brown
- 2008 - Mark Rea
- 2009 - Ray Gee
- 2014 - Geno Brickey
- 2014 - Teri Brickey
- 2014 - Nancy Linford
- 2015 - Nancy Clarkin
- 2015 - Gil Garcia
- 2019 - Mike O'Rourke
- 2020 - John Abraham



31 - Santa Clara Corvettes - First Class

