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THE OFFICIAL NEWSLETTER OF SANTA CLARA CORVETTES



February 2018





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President - Stuart Calhoon From The Driver's Seat



2018 is off and running! Ready or not, here it comes.

As I write this, your new Board is in the throes of creating the 2018 budget. **Shirley** and I have been meeting with individual Directors, and we're making good progress. The target is to present the budget to the membership at the February Business Meeting, for your approval. It will be an accomplishment to get there.

The February newsletter comes out on Feb. 7, shortly after our big Awards Banquet. I hope you all attended. It's our celebration of the past year – where we recognize the people who made 2017 successful.

What is also going on as I write, the fate of the 2018 Car Show season is still in limbo. It is still not determined whether there will be 3 Type I shows, and thus whether the season will be Competitive with WSCC awards at the end of the year. This is important to SCC, as we will make Spectacular either a Type I or Type V show according to the outcome. The planning, and the budget, for Spectacular will be different for each case, so the sooner we know, the better. WSCC has told us that the decision will be made by the end of February.

Related to the Car Show issue is another topic that has come under discussion lately – the aging of the membership. This affects all Corvette clubs, not just SCC. We are all suffering from a lack of “new blood,” especially younger members, who can evolve into management roles and take on the work associated with running the club and making all the events happen. This is clearly necessary for the club to survive and prosper as the years go by.

This is related to the Car Show “Type” issue, as a lot of the current problems seem to involve people wanting to get away from all the work associated with putting on Type I shows and cleaning their cars to the nth degree. As we get older, we naturally start looking to reduce our workload – and let the next generation take over.

There have been discussions with WSCC and some of the other clubs about this topic already. Look for more action on this in the coming months.

Stuart

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The Major SCC Year End Awards

Rookie of the the Year

Cameron Brown

Most Participation Man & Woman

Keith Mendia

Sandy Mendia

Most Competitive Man & Woman

Lois Banks

Stuart Calhoon

Corvetter of the Year

Rick Riccardi

Cover Car

Featured on this month's cover is a 2002 C5 Z06 dropping down the corkscrew at Mazda Raceway Laguna Seca. This car is owned by SCC's own **Stuart Calhoon**. He's had it for about 6 months now, but is still prepping it for the upcoming autocross and track season. The earlier transmission problems have been resolved, the new engine is all broken in, and it should be ready for some action as an "E2" car.



Welcome!

Cliff Martin - Membership Director

Greetings fellow SCC club members; well here we are in February and our membership now stands at 164, down somewhat from last year. As we move forward I would expect previous members to wake up and rejoin as well as some new member additions. Speaking of new members, we have joining us in January: **Keith and Joelle Baranowski**, who have a 1974 C3 — welcome to you both! In 2017 we had a total of 225 members, so although we are starting the year with fewer members, we remain optimistic that we will continue to grow throughout this year.

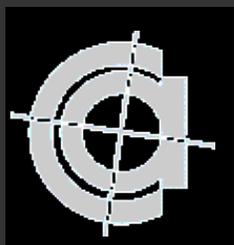
Hey we have some very exciting events planned for this year; your Board has been hard at work on the budget and will have that presented to all members this month. Additionally, our Social guru's, **Ron Beck and Gary Leighton**, have started the year off with a bang and I know they have numerous exciting events planned for us this year. Mr. Car Show, **Dave Johnston**, has shared his plans to provide club members with a variety of opportunities to venture out with your four wheel beauties and enjoy the day interacting with other car show enthusiasts. For those that enjoy getting rid of some

rubber, **Malcolm Lawton** is planning some thrilling auto cross events. We are fortunate to have a great team who have stepped up to Chair the 2018 Spectacular car show, thank you **Roger Wiley and Ray Taylor**. We look forward to another fabulous car show in downtown Los Altos.

I have mentioned a few events for this year in hopes of drawing some interest from club members to not only participate in these events but to also get involved and help these events become a great success. As with any volunteer organization, the members are the vital link to making things happen. You can do this by lending a helping hand; joining the auto cross army, signing your name on the Spectacular team, supporting the car shows, and to be sure to be getting on board for the many social events coming this year. It's your club, make it happen.

In closing; remember, our club is only as strong as our members willingness to help out.
Safe and enjoyable driving.....

Cliff



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Social Directors Gary Leighton & Ron Beck



We are well on our way to planning our “2018” events. Thanks to everyone who participated in our social event survey at our January business meeting. The following list is an overview of your ideas that we are considering:

- Day trips to inland and coast: whale watching and touring wineries, breweries, and museums. e.g. Budweiser, Jelly Belly factory, Hiller Aviation Museum, Tesla Plant, Corbin-Sparrow Production Facility, Monterey Bay Aquarium.
- Overnight Trips to Wineries and Breweries north and south: e.g. Napa, Sonoma, Mendocino, Paso Robles, and Cambria.
- Local Sports Activities: e.g. Miniature Golf, Bocci Ball, Bowling, and Bingo games.

In addition, we are planning the TGIT events, and the schedule will be posted shortly. Ron and I are looking forward to sharing with all of you an exciting and fun “2018” year. Our first TGIT event of the year was at Pizz’a Chicago in Santa Clara on January 18th (see photos below). The event was enjoyed by 37 attendees with **Rob Lezama** first to arrive. A good time was had by all with lots of great pizza and beverages.

Social event suggestions are ALWAYS welcome!

Gary and Ron



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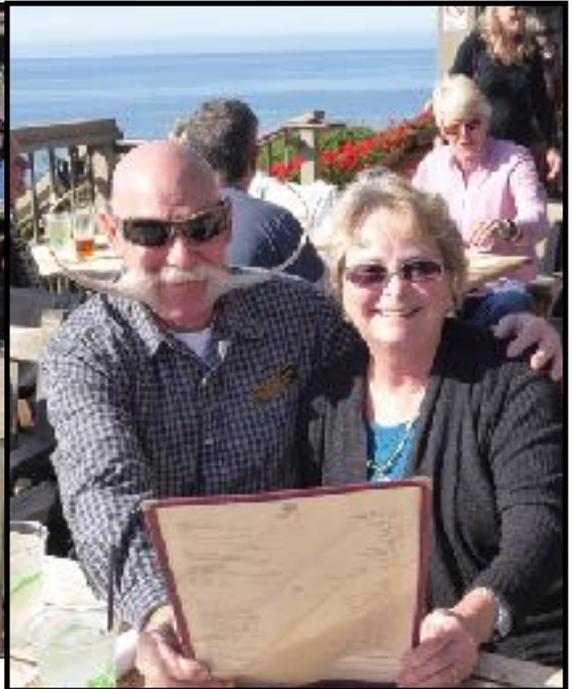
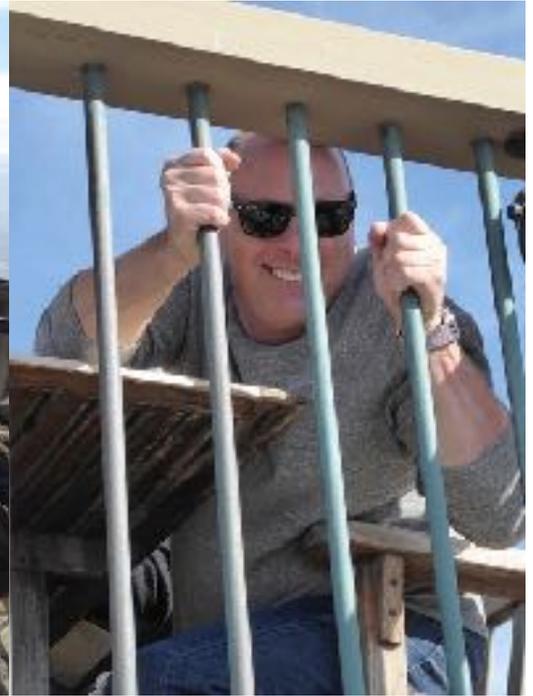


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ANDY HOEPFNER'S NEW YEARS DAY RUN TO ROCKY POINT



SCC wishes **Lowell and Janice Vivian** all the best in their next adventure after 44 years living in Fremont CA, they are moving to Sparks NV.

New Year's Day photos courtesy of
Mary Pozzi



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Corvette's 65th Year Anniversary

General Motors Motorama: the debut of the Corvette prototype January 17, 1953
First production Corvette was completed at Flint, Michigan on June 30, 1953



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SANTA CLARA CORVETTES YEAR END AWARDS BANQUET



SANTA CLARA CORVETTES YEAR END AWARDS BANQUET



WSCC YEAR END AWARDS BANQUET



Photos courtesy of Sandy Mendia and Liz Calhoun

RICK'S MID-WEEK RED-C RUNS



Rick's Jan 4th run to the coast. Used back roads to Duarte's in Pescadero. Then south to Beauregard Winery and back.

Why does the photo on the right remind me of a Beatles Album?



Above & Right: Rick's Jan 23rd run to the Sonoma area.



Without Rick: Jan 26th Adventure for coffee at Almaden/85 and to Santa Theresa Golf Course for lunch with: **Wayne Dorsey, Ken Jacksteit, Dave Johnston, Cliff Martin and Roger Wiley.**





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Malcolm Lawton: Competition, Motorsports

Welcome to February!

There's lots of Motorsports activities planned for the coming season. First will be the Trailer Clean-Up and BBQ at the home of **Mim and**

Chris Petersen on April 7th. The details are on the SCC Calendar. There will be food, friends, fun, and a little work. We are working on our dates for autocross at Marina and Cow Palace and I have placed them on the Calendar. Good news, our friends at North Bay have regained their venue, and I posted their dates as well.

Speaking of fun times, the WSCC awards banquet was a great time with food, fun, and awards. Many of us had a good time dancing, we could use more guys on the dance floor! I'm proud to say that I moved up two places in the

class E standings from 2016 to 2017. As I have been told, seat time is important....

It's a good time of year to check that your helmet is in good shape and in compliance with WSCC Helmet Regulations. Search "WSCC 2015 Helmet Requirements" to be sure. You don't want to drive on tires older than 5 years; see the May 2017 FCG article on tires page 20.

I would like to thank **Stuart, Shirley, and Collins** for their assistance with developing the 2018 Motorsports budget. We will be replacing our fire extinguishers due to damage. We look forward to using our new timing system at all our events. See you at the trailer clean up!

Malcolm



The "paddock" view for one of our Cow Palace autocross events, last year.

CORVETTE: IN THE BEGINNING

BY GREG SELZER

Today the Corvette is recognized as a world class high performance sports car. It is continually improving and selling well. The new ZR-1 has recently been released, and we are even being teased about a possible mid-engine car in the not too distant future. It wasn't always this rosy and it took some very dedicated people, luck, and some big business politics for the Corvette to survive its first five years.

In The Beginning

It is post WWII America and the country is rebounding from the war. Returning service personnel bring sports car racing back with them to the United States. Born of the historic road races in Europe since the early 1900's, these vehicles were smaller and more agile than their American counterparts. Feeding the growing demand for this new breed of cars in America, Jaguar, MG, Healy, Triumph, and others quickly began importing their cars to the new US market.

Early sports car racing spread quickly in the US and was actually held on public roads until it was deemed too dangerous and dedicated tracks were constructed. Watkins Glen, Road America, and Laguna Seca, were examples of race tracks that were constructed in the mid 1950's very near the location of their original public road courses.

Early post war American cars were warmed over prewar models until the manufacturers could bring new cars online to satisfy the post war economic growth. Chevrolet, known until that time to be a dull, price point, entry level car line had been targeted by GM management for a makeover. Ed Cole, Cadillac's very successful chief engineer who had been responsible for development of their V8 engine, automatic transmission, power steering, and air conditioning was now chosen to lead the new effort at Chevrolet. Plans were already in place for the new, now familiar 1955 models, including the new V8!

It was against this backdrop, in 1951, that Harley Earl, the head of GM Styling, started to develop an American sports car. Initially designated the EX-122, the car was estimated to cost about \$2000, a little less than the popular MG TC's and TD's of the day. It was about the same size as a Jaguar XK-120, the fastest production car in the world at that time, but with a wider track which facilitated the use of many existing GM components.

June 1952 was the unveiling of the EX-122 clay model to corporate executives. The executives thought that the car looked stunning and approved building it for the January 1953 GM Motorama.



1953 Corvette Show car on the turntable at GM Motorama

While the design was only committed to as a show car initially, the design team was still tasked to engineer something that could be mass produced cost effectively. That way, if the show car was popular enough at the Motorama, Chevrolet could build the production version quickly, leveraging off the popularity of the show car. It was felt that the new show car would be a herald of the upcoming 1955 model changes

already in work at Chevrolet.

Why Fiberglass?

At that time GM, as well as Ford and other manufacturers, had been researching fiberglass for car manufacturing. The strong performance of a fiberglass bodied experimental car in an unplanned rollover during testing at their proving grounds gave GM personnel the confidence to consider it for a production car. The EX-122 design team decided to use fiberglass because tooling costs would be 20% of the amount required for a car built from steel. The reduction in tooling complexity would facilitate the faster design and build required to meet the January 1953 Motorama in New York. It would also keep tooling costs down for a low volume production automobile.

The Name

When it came time to name the car, 300 names were rejected by Chevrolet's top executives. Myron Scott, then assistant advertising manager discovered the name Corvette, that according to the dictionary, was "a type of small, agile 19th century warship." The executives approved, and the name was born.

The Unveiling

GM Motorama's were the precursor to modern auto shows. GM would have them in major cities and showcase concept and select production cars. They would make decisions about future designs based on public reaction to the vehicles at the show. The New York show at the Waldorf Astoria Hotel in Manhattan was the most prestigious. That is where Chevrolet chose to show the Corvette to the public for the first time.

The Corvette concept car was the star of the show in January 1953. Everyone wanted to know how soon they could get one and at what price. To get an idea of how the Corvette looked to car buyers in 1953, look at the following side by side picture with the 1953 Chevrolet Bel Air. It must have been dazzling.

After the show, Chevrolet received over 7000 letters from Motorama visitors wanting to place an order on the new car and Chevrolet quickly decided to put the car into production-by June of that same year! This very ambitious timeline would put a lot of pressure on the team developing the brand new automotive fiberglass manufacturing processes. These would be brand new

processes on a brand new car. It was a very risky proposition.

The First Corvette

The 1953 Corvette's final cost was \$3498, significantly higher than the early cost projections. It was powered by a straight 6 engine that was designated the Blue Flame Special. The standard 235 cubic inch displacement Chevy 6 cylinder engine, rated at 106 gross horsepower was hot rodded up to 150 hp by the addition of triple carburetion, a higher compression ratio, a modified cam, and a dual exhaust. The car weighed 2850 lbs. (By comparison, the current C7 Corvette Stingray's V8 engine displaces 376 cubic inches, puts out 455 hp, and weighs 3298 lbs).

Chevrolet's Powerglide, 2 speed automatic transmission was chosen as the only transmission for the first Corvette. Chevrolet felt that the high tech, for 1953, automatic would appeal to a broader market while still providing ample straight line performance. What Chevrolet didn't anticipate was the negative effect this decision would have on the enthusiast car buyers.

The first Corvettes were built in June 1953. Chevrolet virtually hand built 300 cars that year in a temporary manufacturing facility in Flint, Michigan. A new St Louis manufacturing facility, capable of assembling 10,000 cars/year would build Corvettes starting in 1954.

To be continued next month.



1953 Chevrolet Bel Air and Corvette Show Car



David Johnston: Competition Car Show

I know that everyone interested in car shows is anxiously awaiting the decision as to Type 1 vs Type 5 Car Shows for WSCC. Well...sorry to report that there has not been any

“official” decision by the WSCC Competition Director as yet. Clubs have until February 26th to decide whether they want their show to be Type 1 or Type 5. Since that deadline is after the publication date for this issue you’ll just have to wait another month. Spoiler alert! So far, the third club necessary to make a Competition Series possible has not stepped up and we’re running out of candidates. Discovery Bay Corvettes has a meeting February 1st and they will discuss the issue. Short of a miracle, it looks like Spectacular will be Type 5.

Winter months are a great time for getting ready for the car shows later in the year. You still have plenty of time to prepare your Vette for that First Place (or better yet, Best of Show) Trophy. You can spend the necessary time to do it right and lay the proper foundation for a shine that will last you for the duration of the car show season.

First, go to your favorite auto supply source and obtain a clay bar (they will all have one-regardless of brand). Auto detailing clay bar is an engineered resin compound used to remove contaminants from the surface of your cars paint, glass, fiberglass and metal. Detailing clay can be natural or synthetic, though most manufacturers utilize synthetic clays. Auto detailing clay is similar to the stuff you played with as a kid, but the clay used for detailing is usually much more elastic. The elasticity gives the detailing clay excellent durability as it is rolled, flattened, smashed and stretched over and over again. Detailing clay is designed to stand up to the kind of contaminant that your childhood clay never had to face, i.e. industrial fallout, rail dust and brake dust. These contaminants pierce paint finishes, glass and metal and remain stuck on your vehicle through rain, car washes and even polishing. The only way to remove these pollutants is, you guessed it, detailing clay.



Regardless of the brand or type of clay you prefer, you must make one additional purchase at your favorite auto supply — source-lubricant. Not the extra motor oil you’ve been saving but a detailing spray that acts as a buffer between the clay bar and the paint so that you don’t scratch the paint when you are rubbing with the bar. Waxes and paint sealants will adhere better to clean paint and the shine will be more uniform and vibrant. Sounds like a win-win situation!

Wash and dry the car as you would normally using soap and water or detail spray depending upon how dirty the car is. Spray a small area (no larger than 2 square feet) with the clay lubricant (or detail spray) and then gently rub the clay bar back and forth over the wet area. If it grabs a little on passing that means it’s doing its job-cleaning the contaminants out of the paint. Then, use a clean microfiber towel, to wipe off the lubricant and any residue left by the clay bar. If the surface is not smooth as glass, reshape the clay bar and repeat the process being careful

to keep the clay well lubricated. While performing this task if you happen to fumble the clay bar and it drops to the ground-discard the bar and do not reuse it! Anything on the surface of the ground will adhere to the bar and then scratch your paint if you reuse it.

If you only used the bar once, store it in its original case if possible, or in an airtight plastic bag. Spray it with lubricant to keep it moist. Always follow claying with a wax or sealant. Note: Detailing clay does not remove oxidized paint or fill in blemishes. If your paint is mildly oxidized, clean the paint with clay and then use a polish to remove the oxidized paint. If the oxidation is severe, polish first because the oxidized paint may flake off as you clay and ruin the clay bar.

Now, after a little polish and wax, you are ready to accept your award for “Best Paint”.

Dave

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SCC Awards Banquet & the acrylic 1963 Grand Sport Award

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Membership Director: Cliff Martin

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408-268-7411 kmendia@comcast.net

WSCC Representative: Paul Petach

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Buzz Marston

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Points Chair: Sandy Mendia

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Hospitality Chair: Cameron Brown

408-267-8849 cambrown47@gmail.com

Club Wear Chair: Shirley Svindal

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Goodwill Ambassador: Rob Lezama

650-922-1210 RobbieRobbie58@yahoo.com

Corvette Spectacular Chairs:

Roger Wiley: wiley_r@sbcglobal.net

Ray Taylor: danata@comcast.net

SCC Upcoming Events!

FEBRUARY 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

MARCH 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- 4 **Superbowl Party, starts at 1pm**
- 7 **General Meeting, starts at 7pm**
- 11 **Cars @ Kaffeehaus, starts at 7am**
- 28 **Board Meeting, starts at 6:30pm**

- 7 **General Meeting, starts at 7pm**
- 28 **Board Meeting, starts at 6:30pm**

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

February Birthdays

- 3 - Thelma Mendez
- 6 - Peter Osel
- 12 - Marie Buck
- 12 - Miriam Petersen
- 14 - Peter Taylor
- 17 - Lee Klynn
- 17 - David Wilson
- 19 - Steve Churchill
- 19 - Roger Wiley
- 22 - Blair Barbour
- 22 - Joe Castellano
- 25 - Barbara Warner
- 27 - Bill Hughes

Anniversaries

- 2006 - Peter Osel
- 2013 - Thelma Mendez
- 2013 - Roger Pendenza
- 2013 - Peter Taylor

In loving memory of **Terry Brownson** by Keith Mendia

Terry was 70 years old when he passed on 1/18/2018. As you know, **Terry and Christina** joined Santa Clara Corvettes in 1989 and have one of the longest memberships in the club. For many years they owned 2 Corvettes and would bring them both to our big Social functions like our Annual Picnic. Their cars were always in perfect condition. I got to know Terry pretty well in 2005 when SCC reapplied to the State of California for Not For Profit Social Club 501 (c) (7) exemption. I was the club President at that time and asked Terry to help get us on track with the State of California. We spent many months together making this all happen.

Terry continued helping our club by doing our taxes every year free of charge. He helped us organize our records and I can proudly say that we have never been questioned or audited.

Terry was a great guy and unfortunately suffered from several ailments that greatly limited his opportunity to spend time with the club. I am thankful for the times we spent together and for all the help he gave me. We have lost a very dear member of our Corvette Family.



P.O. Box 2634
Santa Clara, CA
95055-2634



To:

Postage

2017 SCC Charitable Donations

JW House donation - In January on an overcast day the Santa Clara Corvettes provided a sunnier outlook for those aided by the \$500 end-of-year donation to JW House on the grounds of Kaiser Permanente Hospital in Santa Clara. President **Stuart Calhoon** is assisted by his wife **Liz** (SCC Secretary) and perennial JW House supporter **Shirley Svindal**. Everyone got a tour of the facility and a warm thank you from the staff. Photos by **David Johnston**.



JW House provides a warm, comfortable "home away from home" for families facing medical crises. Families and individuals from area hospitals are welcomed into the JW House family for rest and self-care during the day or overnight while their loved one is in the hospital.



Santa Clara Corvettes is a not-for-profit organization formed to appreciate the Chevrolet Corvette. Our monthly business meetings are held on the first Wednesday of each month at the Los Altos Masonic Building, 146 Main Street in downtown Los Altos (1/2 block up from San Antonio Rd.) Meetings start at 7:00 PM. All interested Corvette owners and enthusiasts are invited to attend. For more information, contact anyone on the Board of Directors, or write to: Santa Clara Corvettes, P.O. Box 2634, Santa Clara, CA 95055-2634. Visit us on the internet at www.sccorvettes.org for info, pictures, and the latest events.