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THE OFFICIAL NEWSLETTER OF SANTA CLARA CORVETTES



April 2018





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# President - Stuart Calhoon From The Driver's Seat



The Corvette Spectacular "Type" debate has taken another turn. Two months ago, we were thinking it was going to be a Type V (non-competitive) show. Only Diablo

Valley Corvettes (DVC) and SCC were willing to put on Type I shows, but 3 are required for a Competitive season. Then a month ago, Discovery Bay Corvette Club (DBCC) stepped up, giving us our third Type I show, so we started thinking Type I again.

However, in mid-March, Discovery Bay reversed their decision – changing back to a Type V. With the Competitive season once again scuttled, DVC has backed theirs off to a Type V, and now so has SCC. So there will be no Type I shows this year.

In the midst of these changes, Ray Taylor, one of this year's Spectacular Chairmen, removed himself from that position. After another quick search, new member John Kolski stepped up to take his place. So John and Roger Wiley are now our two Chairs, and just as they were

getting up to speed on hosting a Type I show, they need to change gears again.

At the March Business Meeting, members voted to accept the \$10 membership fee increase and the revised 2018 Budget. We had folded Type I car show assumptions into that budget, so now there will be some Type V impacts. Our challenge with a Type V show is making it appealing enough to bring in as many entrants as we usually get with a Type I, or perhaps sell more vendor space. Having never put on a Type V Spectacular, we are not sure how it will turn out. This will be an interesting year.

Another thing going on right now – your Board is reviewing the use of MotorsportReg for autocross and Spectacular registrations. It provides lots of advantages, but it does cost us some money, so we want to make sure we have buy-in before fully committing.

## Stuart

In This Issue	Page
Message from the President	3
Message from the Membership Director	4
Message from the Social Directors	6
Message from the Historian: The SCC ARCH	8
Feature: Napa Wine Tasting and Car Display	12
Feature: Cars in the Park at Marina	14
Feature: Day 2, Napa Wine Tasting	15
Message from the Motorsports Director	17
Feature: Zora Arkus-Duntov, by Greg Selzer	18
Message from the Car Show Director	20
The SCC Board and Volunteers	22
Events Calendar, Birthdays, Anniversaries, and more	23
Feature: A View of Spring	24

## Cover Car

This cover features **Tom Kalivoda's** Crystal Red 2010 Z16 original stock condition Grand Sport. Purchased in 2013 with 7500 miles it included a two tone red/black 3LT interior and full width rear spoiler, as well as an LS3 435 HP engine with 6 speed paddle shifters. An extensive search on Auto Trader and Car Max located this car near Fresno. My wife Nancie wasn't on board with this goal of mine but conceded after she realized that this was truly a dream of me owning my first Corvette. It's been on my bucket list all my adult life. The car was one of three we were to see on that weekend. When we drove up and saw this car, I was done. It was beautiful. My words were coming out like a babbling baby. I did all the wrong stuff when trying to negotiate a deal. Fortunately I had looked up the price detail for a low mileage similarly equipped car. My offer was accepted and its been my pride and joy since. We have had reasonable success showing the car in both type 1 and type 5 shows as well as touring with the social events. I've not tracked or auto crossed the car but may be open to it this year.





# Welcome!

## Cliff Martin - Membership Director

Hey fellow SCC members, hope you all have enjoyed and appreciated the March rains. I know we need the rain for a number of reasons but it seems as though every time I plan a ride another cloud burst appears. So as I gaze upon the puddles forming I can only sit and dream of a warm dry day drive to Santa Cruz then North up along the coast. It's a great casual ride with a stop at Joann's in Half Moon bay for lunch then onto 280 South and home. Just a great way to enjoy another rainy day. Okay, I'm awake; now back to business.

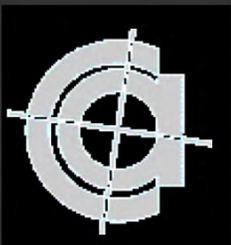
So this month of April is full of a variety of exciting events for all SCC members to enjoy. We are starting off the month with annual Trailer Clean-up, scheduled for April 7th. Please plan on attending, it's not just cleaning a trailer. For new members this is an opportunity to interact with fellow club members in a very casual setting. The BBQ is very tasty as is the beer and wine, so mark your calendar. For those interested in car shows, well you will enjoy three shows this month. We start the month with

the Hooters car show in Sacramento on April 12th then on April 21st it's onto Micke Grove Park for the Corvettes of Lodi show. We close the month with the Legends on Display show in Danville. Also squeezed in between these shows is a two day Solano Autocross on April 14th and 15th to be held in Fairfield. So no excuses, get your motor running and enjoy the many fun events.

Onto membership, we are currently at 169 members. We have 112 Family and 57 Individual members. We have a new member joining us, please join with me and welcome **Donald Lew**, he has a 2008 Silver Z06.

So as I sign-off, I wish all of you many safe and wonderful miles along our beautiful roadways

*Cliff*



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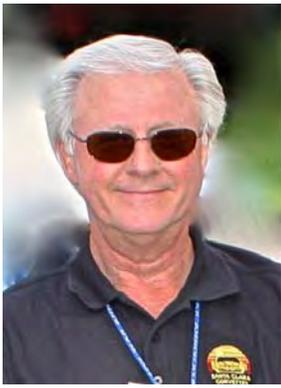
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# Social Directors Gary Leighton & Ron Beck



Our first social event of March was the TGIT High Five Pizza event on March 15th. Thanks to **Wayne Dorsey** for stepping up to the plate and organizing this event located in the center of the

opening up an hour earlier for Santa Clara Corvettes with impeccable service. They had a great variety of food from pizza to prime rib and the food was excellent. This is definitely a “do again” TGIT. Thanks again, **Wayne**, for taking the lead on this entertaining event.

Silver Creek Sportsplex, which overlooks the indoor soccer fields and roller hockey rink. It was very successful and lots of fun. While we enjoyed the camaraderie, spirits, and food, we watched a practice hockey game. The folks at the High Five Pizza were very accommodating by

## Gary and Ron



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## Keith Mendia: Historian

The beloved **SCC ARCH** is on the move again. After being stored for many years at Century Stereo in San Jose, a merry

band of volunteers including **Rick Bronner, Stuart Calhoun, Bill Hughes, Bob Kuwada, Keith Mendia, Paul Petach and Chuck Vivian** arrived at 11am on 3/13 to take the **ARCH** from the attic of Century Stereo to its new location at Frog's Boat & RV Storage in Morgan Hill.

The **ARCH** has been a symbol our club since 1994 and was the prominent fixture of Corvette Spectacular back in the days it was held indoors at the Santa Clara Fairgrounds in San Jose. It was restored in 2015 for our club's 40<sup>th</sup> anniversary and was featured at our 40<sup>th</sup> Anniversary Picnic in Mountain View and at the club picnic at Vasona Park that same year.

The **ARCH** is in 4 main pieces with 2 more base pieces and stands over 12 feet tall when fully assembled. The moving of the **ARCH** from Century Stereo required carrying it about

200 feet in the attic stepping over conduit and dodging the overhead trusses that support the building. Then it had to be handed down the portable stairs that are about 15 feet tall and finally carried through about 150 feet of narrow hallway and lastly packed in the open trailer for shipment. Of course it was raining during all of that and the **ARCH** needed to be covered for protection. Most of the group followed **Bill Hughes** who was towing the trailer down the freeway to Morgan Hill where it was unpacked and put into storage in his garage.

The good news is that it is now easily accessible and can be used for upcoming events. All we need is 6 members and a trailer to get it there and assemble it.

Special thanks to everyone who helped and to **Rick Bronner** for storing the **ARCH** for us all this time and to Bill Hughes for storing it for us now and for the near future. If you would like to see more of our **ARCH**, go to the History portion of our website and take a look at the June and August 2015 issues of First Class Glass. The August issue has a story also about the **ARCH** from the beginning complete with lots of pictures of it at various events. You will be very proud of it.

*Cheers, Keith*





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*Georgianna "Bunny" McDonald*

*May 15, 1939 - February 24, 2018*

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# NAPA WINE TASTING AND CAR DISPLAY AT SEQUOIA GROVE WINERY

Hi Everyone:

We want to thank **Rick Riccardi** for arranging the Napa Wine Tasting and Display Cruise at Sequoia Grove Winery. We had 22 SCC members with 12 Corvettes on display. Guests and Sequoia employees really appreciated our cars, and we were treated with amazing hospitality with a private top flight tasting of five of their premium wines.

On Monday, we arranged a tour to Castello di Amorosa, an authentic Tuscan castle, where we enjoyed a mystical tour of the castle with the flavor of medieval Italy. The tour included eight distinctive levels of the castle followed by a tasting of five of their quality wines. The castle tour is a "must do" if you plan a visit to the Napa area. See page 15 for pictures from day 2.

Gary and Ron





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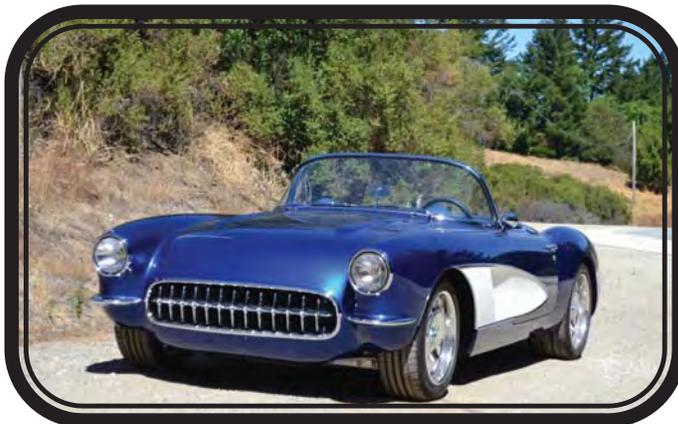
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# Malcolm Lawton: Competition, Motorsports

Welcome to Autocross April! The first event is the SCC trailer clean up and BBQ at the home of **Mim and Chris Petersen**. All the details are on the SCC calendar. It's a great time, so come on out!

The first WSCC autocrosses of the season are April 14 and 15 at Solano Community College and the details are on the SCC website. Regarding places to stay, Helen Landis has sent a list of hotels/motels in the area. I will attach this list to the posting on the SCC website. If we have a significant number of people attending the two days of autocross, Bill Landis may be able to obtain a discount at one of the accommodations.

Our first autocross of the season will be April 28 & 29 at the Cow Palace will full details on our website. I have included the course diagram with this article to whet your

autocross appetite. This course is suitable for first timers, so come out and try it! Thanks to Abel Chevrolet and Rich Willhoff, we have dash plaques which will be available at our autocross. To prepare you for the season, Mary Pozzi, The SCCA award winning Autocross expert, is going to give us a brief chalk talk at the April 4<sup>th</sup> Monthly meeting. You won't want to miss it!

I Have posted our autocross dates on the WSCC website and sent them to other motorsports clubs. If there are members with experience or interest in advertising or marketing, your skills would be helpful in promoting our autocross program. Feel free to contact me with your ideas!

**Malcolm**



# CORVETTE: ZORA ARKUS-DUNTOV

BY GREG SELZER

Among the thousands who fell in love with the Corvette show car at the 1953 Motorama was Zora Arkus-Duntov, by then a successful businessman, automotive engineer, and racer. He was disappointed when he read the technical specifications, but he was intrigued by the idea of turning it into a world class sports car. Zora would come to be known as the godfather of the Corvette and for over 20 years, guide its development and solidly establish its performance reputation.

Zora was born on December 25, 1909 to parents of Russian-Jewish descent and would experience the 1917 Russian revolution first hand at the age of 8. He acquired his passion for automobiles and racing when his family moved to Berlin in 1926. Zora got involved in sports car racing while in college there, and completed his mechanical engineering degree in 1934.

In 1935 he met his future wife, Elfi (Elfriede) Wolff, the daughter of a successful German-Jewish businessman in Berlin. Together they would witness the rise of the Nazi party in Germany and their hostilities against Jews. Zora and Elfi left Nazi Germany in 1937 and later, in 1939 escaped France days ahead of the German occupation. They headed south through Spain to a converted freighter in Lisbon, Portugal carrying refugees to New York City. They would arrive safely on December 4, 1940.

Making contacts quickly within the Russian community of New York, Zora soon found work as an engineering consultant. Later, when the US entered the war in December 1941 Zora started a company to make munitions for the war effort. The company steadily grew to employ over 300 people. But after the war was over, it shrunk and ultimately closed as Zora failed to find a way to transition the company to the post war economy. Zora decided it was time to go work for somebody else.

Zora and Elfi moved to England in 1950 to work for the Allard Motor Company, a small specialty sports car company. He would also drive one of their race cars at Le Mans in 1952. But Allard was a small company with an uncertain future so, in the fall of 1952 Zora and Elfi returned to the US to pursue a position with a US car manufacturer.

(He would drive for Allard again in 1953. In 1954 and 1955 Zora would also race at Le Mans for Porsche in their 1100cc Spyder 550. Zora and his co-drivers would win first in class both years. From those contacts and some engineering collaboration on front suspension design, it is believed that Zora was offered a job to work for Porsche).

In the United States, Zora's initial applications to all the car companies were rejected. After seeing the Corvette show car at the Motorama he tried with Chevrolet again. A slow response finally appeared and Zora would start working for

Chevrolet in May 1953. He was hired into the R & D organization, which was responsible for all the design engineering of the Corvette to date. He was right where he wanted to be.

In 1954 Zora was assigned to the new fuel injection project. It was

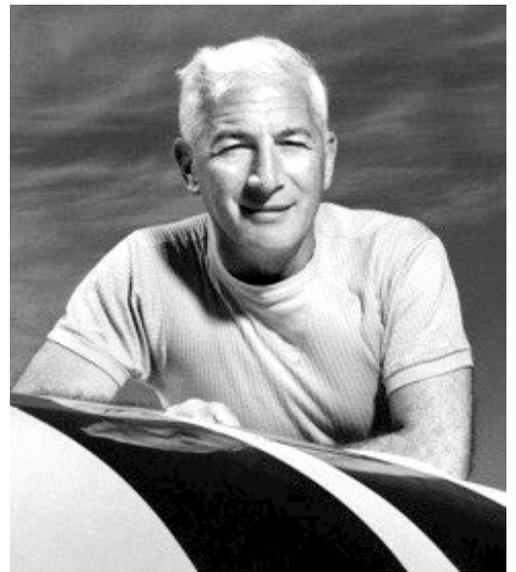
here that Zora began to make his engineering reputation at GM. (Fuel Injection would debut on the 1957 Corvette, establishing the first 1 horsepower per cubic inch benchmark for a production motor).

The following year the Corvette was almost cancelled because of poor sales. But under Zora's watchful eye, and Chevrolet's new interest in improving its performance image, the Corvette's reputation would quickly improve. In January 1956 Zora drove a Corvette V8 to a Modified Class record of 150.583 MPH at the Daytona Speed Trials. Chevrolet then fielded a team of Corvettes at Sebring in March of 1956. Despite a very late program start they would win first in class and 9<sup>th</sup> overall in their first Sebring race.

Chevrolet then had Zora and his team design and build the Corvette SS race car to compete at Sebring and Lemans in 1957. In March, a prototype of the car would break the Sebring track record by 2.4 seconds during practice, but the race car itself was delivered to Sebring late and would retire on lap 23 due to a failed suspension bushing. They knew the car was fast though, and now they would have time to test and develop the car before Le Mans in mid June.

Then, on June 6<sup>th</sup> 1957 the Automobile Manufacturers Association instituted a ban on racing. The Corvette SS would never make it to Le Mans.

Meanwhile, production Corvettes in the hands of privateers, would take first and second in class at Sebring that year and win the SCCA B Production and B Modified class national championships. Corvette would go on to win their class at Sebring, as well as most of the national SCCA A and B Production class championships for the next 20 years.



In late 1957 Zora was promoted to the new position of Director of High Performance. His responsibilities would include the performance parts program that he proposed in a 1953 memo to management. His team would develop racing engines, and other performance parts for privateer racers and high performance street applications, as well as a couple of experimental cars. It was this program that would establish Chevrolet as a top contender in every form of auto racing in America, even without ever having an "official" factory race team.

Zora's small team of engineers loved working with him but his unconventional work style and disregard for corporate protocols would limit his executive opportunities. He became the voice of Corvette and Chevrolet racing though and was a favorite of racers and the enthusiast press.

For the second generation, 1963 Corvette Stingray (C2), Zora and his team developed a stiffer frame, a new front suspension, and a new independent rear suspension. Later, in 1965, 4 wheel vented disc brakes were introduced. They are common now, but the Corvette was the first American car to have them. This is the architecture, which was used under the C3 as well, that solidly established the Corvette's sports car reputation. (That and the incredible selection of small and big block engines that Zora's team also led).

But on April 1, 1967, during development of the 1968 (C3) model, a corporate reorganization at Chevrolet disbanded Zora's small Corvette team. The new organization didn't provide the attention to detail required for the new model startup though and Zora was brought back in July to become the first titled Chief Engineer for the Corvette. A position he held until his mandatory retirement at 65.

An advocate for a mid-engine Corvette since 1963, Zora was then finally able to build his concept for a new Corvette. Using an innovative transverse mounted V8 and a modified Olds Toronado transaxle, the mid-engine Corvette XP-882 was first shown to the public at the 1970

New York auto show. It upstaged the new Ford DeTomaso Pantera. The car was so popular with the public that speculation of a new mid-engine Corvette continued as late as 1977. But the car would never be produced. The Corvette factory in St Louis was running near full capacity and Chevrolet saw no reason to invest in the change.

Zora retired on January 13<sup>th</sup> 1975. He would work as an automotive consultant, learn to fly, and even buy his first Corvette! He would also be the guest of honor at many Corvette events throughout the country. In 1991 he was inducted into Automobile Hall of Fame, in the company of greats like Bugatti, Ferrari, Ford, and Chevrolet. Zora passed away on April 21, 1996 at the age of 86.

In 1953, GM really didn't know anything about the new sports car market that was just beginning in the United States. Zora would lead the charge to establish the Corvette as a legitimate sports car just as he had dreamed at the Motorama in 1953. He was repeatedly frustrated by corporate decisions limiting the performance potential of the Corvette, but together they would develop what became one of the largest selling sports cars in the world.

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#### Photo Credits:

[1] General Motors 2018

***To be continued next month.***



Zora and the CorvetteSS (Left)  
Zora and the Corvette XP-882 concept car (Above)



# David Johnston: Competition Car Show

The big news from the past month is that Corvette Spectacular has been changed from a Type 1 to a Type 5 car show due to Discovery Bay Corvettes dropping out rather unexpectedly. When they changed course and opted for Type 5 that left only SCC AND DVC hosting Type 1 shows and under WSCC rules there needs to be a minimum of three Type 1 shows to allow the WSCC Competition Series.

For the uninitiated, this boils down to one major difference: no judging for points. There will still be Specialty Awards for categories such as "Best Engine" (and the like) and this will be strictly a subjective opinion by whomever sponsors the award. Each car entered will **not** be judged by a team of judges who award points based on a WSCC-based system.

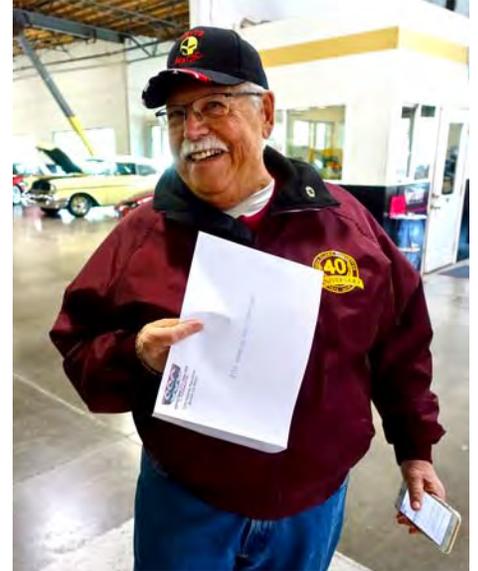
Another consequence of changing from Type 1 to Type 5 shows is the likelihood of needing more registrants in order to make the necessary minimums numbers to make Spectacular financially successful enough to sustain SCC throughout the ensuing year. We need a substantial number of SCC members to register and show their cars.

Yet another twist in the pre-Spectacular happenings is the change in Chairmen for the event. **Ray Taylor** decided not to continue as Co-Chair and one of our newest members, **John Kolski**, volunteered to join **Roger Wiley** as Co-Chair. We welcome **John** who has experience with other non-Corvette clubs (Lions and Ducks Unlimited) in organizing large events.

**Roger** and **John** will be needing extensive cooperation from the membership with regard to volunteering for various positions to make 2018 Spectacular as successful and profitable as possible. Please help us by signing up for one of the various committees so that we can get

things moving forward. There are some positions that require pre-event efforts and some that are day-of-event-only so please choose one (or more) and help us make this successful.

During the past month SCC has participated in a few informal non-WSCC car shows. 30 members traveled to Benicia where we were treated to coffee and donuts at Specialty Sales. Numerous interesting (and expensive) cars inside their building as well as those who, like us, were visiting and parked outside. Specialty included a raffle as well as a detailing demonstration on a C6. From there some members continued to lunch and then to the Budweiser and the Jelly Belly Factories.



Another informal car show was "Coffee 'n Clutches" in a shopping center parking lot in Antioch early on a Sunday morning. After perusing the parking lot we departed on a tour of Livermore Valley Wine Country expertly led by **Scott Fuerniss** whose workplace is nearby. We ended up at The Claim Jumper in Fremont for a wonderful lunch before everyone went their separate ways.

The "Cars in the Park" show in Marina that had been scheduled for Saturday the 17th was abruptly changed to Sunday the 18th due to rain. The last-minute change did not give much notice (about one day) and probably made for a poor showing.



April brings the first WSCC-related car shows, all Type 5:

April 7: **Hooters**, sponsored by Just For Corvettes in Sacramento

April 21: **Corvettes of Lodi** at Micke Grove Park in Lodi

April 22: **A Legend on Display** hosted by NCCA at Blackhawk Plaza in Danville. A bonus **only** for those participating in this show is dinner hosted by the **Niehans** at their home in Pleasanton.

The following shows are not WSCC-related:

April 28: **Santa Teresa High School's Annual Bike and Car Extravaganza** at the high school

April 29: **Pacific Coast Dream Machines** in Half Moon Bay

Let's get out there and have some fun at a car show this month!

*Dave*



◆ Shawn Saidi ◆

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### FIRST CLASS GLASS

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# SCC Upcoming Events!

## APRIL 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					

## MAY 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 Business Meeting, starts at 7pm
- 7 Trailer Clean Up and BBQ
- 7 12th Annual Hooters Car Show
- 14-15 Solano Autocross, starts at 7am
- 21 Corvettes of Lodi Type 5 Car Show
- 22 Legends on Display 38 Car Show
- 25 Board Meeting, starts at 6:30pm
- 28 Santa Teresa HS Car & Bike Extra
- 28-29 SCC Autocross Cow Palace, 8am
- 29 Pacific Coast Dream Machines

- 2 Business Meeting, starts at 7pm
- 5 Corvettes at the Golf Course
- 19 10th Annual Abel Chevy Car Show
- 30 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

### April Birthdays

- 13 – Nancy Clarkin
- 15 – Gary Leighton
- 26 – Harry Hsu
- 30 – Doug Johnson

### Anniversaries

- 2005 – Lou Marincovich
- 2008 – Janice Vivian
- 2008 – Lowell Vivian
- 2014 – Phil Moser
- 2017 – Nancy Clarkin
- 2017 – Tom Clarkin



*"In honor of St. Patrick's Day, I painted your car green. I knew it would leave you speechless, dad."*

P.O. Box 2634  
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To:

Postage



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