

FIRST CLASS GLASS

The Official Newsletter Of Santa Clara Corvettes



Happy Holidays

DECEMBER 2019



TGIT at Pizz'a Chicago, November 14





President - Wayne Dorsey



Hello fellow Club members, I hope everyone had a great Thanksgiving and was able to share it with family and friends. The holidays are upon us and I hope everyone has a wonderful holiday season and a very happy New Year!! It has been a pleasure for me to be your President this year.

Our Board really tried to make positive improvements for the club. The Board worked hard this year and tried to improve and restore events that have been changed or canceled. We worked hard behind the scenes to make this club better. Here is a list of things we accomplished this year.

1. Established a Social Media Appointee position
2. Created a public Facebook and Instagram account.
3. Created a Privacy Policy.
4. Revised the SCC membership application.
5. Transferred website to Bluehost.
6. Updated MailChimp.
7. Established sccorvettes.org emails for Board and Appointed members.
8. Established a Charity Committee.
9. Lowered members' dues to 2018 rates.
10. Successful Spectacular.
11. Very successful Auto-X's.
12. Able to send 30 members to the C8 reveal.
13. Re-instituted our annual FREE picnic.
14. 10 TGIT's.
15. Over 15 Auto-X's and track days.
16. 27 car shows, ten of which benefited charities.
17. Veteran's Day Parade participation.
18. Our members contributed to the Big Bike Build, 2nd Harvest Food Bank and the Sea Scouts totaling, with the charity car shows, approximately \$5000.
19. Insured our trailer and storage contents to \$25K.
20. Re-established a reserve account.

Not bad for a year! Thank you so much for all your support throughout the year. It was a fun year. I really enjoyed getting to know a lot of you! I'm looking forward to seeing this club continue to grow. With the group we have, I'm sure this club will be fun and a great place to be for years to come!!

Wayne

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A thanks to our Club Member Photographers:

Dave Johnston	Sandy Mendia	
Cameron Brown	Ruth Marston	
Teri Brickey	Tish & Dan Niehans	Collins Orton

Wanted
Cover Car Photographs
For 2020 First Class Glass Covers
Contact: Gary Linford
galinford@comcast.net
Geno Brickey
geno116@sbcglobal.net

I owned a millennium yellow 2005 C6 before. I was looking for a newer car, looking for a Grand Sport in particular, yellow (because I love the color yellow). A friend of mine saw this ad from Merced Chevrolet for a brand new Z06 that's been sitting in their showroom for a while. So I drove there and saw this beautiful Arctic White Corvette sitting there. I just fell in love. I asked the manager why they had a hard time selling her and he said "who in Merced would buy a track ready car?" My friend helped me negotiate with the technicalities, and was given a good discount and drove her home that same day. My 2016 Z06 with Z07 Performance Package, Engine LT4 6.2L Supercharged, 8-speed paddle shift auto, Exterior: Arctic White, Interior: Twilight Blue.

Benjie Mendez



Welcome!

Al Thompson - Membership Director

As I write the last article for 2019, we have had a great year and Membership continues to grow because of the variety of events Santa Clara Corvettes has to offer and because of you, our fantastic members.

Thank you for a great year as your Membership Director. Here is what we accomplished in 2019:

1. We added 19 new memberships, 10 families and 9 individuals.
2. Rolled out of the new Membership Application (easier to navigate) on SCC website.
3. Updated the membership forms to protect personal and confidential information.
4. Reduced membership dues.

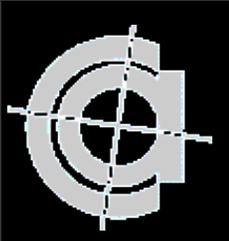
Let's welcome our newest members Christy and Eric Marquez, and Gabriel Yanovsky. This puts our membership at 205

A few reminders as we wrap up the year:

1. Membership renewals are due by December 15, 2019. Please renew in a timely manner to avoid late fees.
2. Stop by the membership desk and review the points book. Members are assigned points and awarded prizes based on Membership participation.
3. Please make sure that the information on the SCC website is up to date.

I look forward to serving you in 2020. Until then, have a wonderful Holiday Season and a Happy New Year.

Al



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Social Directors Cameron Brown & Cliff Martin



Before handing over the social committee to the two new directors, we want to thank members who attended social events and TGITs during the past year. As we wrap up our duties, we invite everyone to celebrate during two traditional year-end events, the December Holiday Gift Exchange and the January Awards Banquet.

On Saturday, December 14th, at the SCC Holiday Gift Exchange, you are invited to enjoy BJ's endless delectable buffet to fortify your holiday spirits. Before lunch, as you arrive and sign in, you will choose a decorative numbered



Christmas tag from a large holiday basket. A large table in the center of our private room will display our collected, nicely wrapped gifts (one per member/two tempting presents per couple). It's not too early to shop for that perfect, new, anticipated gift valued at least \$25 for the infamous exchange!

Your beautifully tempting gift, the envy of any member, will be your ticket to join riotous fun. The Holiday Gift Exchange is a chance to *really* learn a lot about fellow SCC members! Some of us will be delighted with unique gifts. A few car show aficionados will probably be deprived of priceless possessions as the Grinch snatches them up. Serious autocross competitors will likely hoodwink their unsuspecting rivals. It's not too early to plan your strategy to keep greedy thieves from stealing possibly the most fabulous holiday gift you'll receive this year.



Everyone attending the SCC Holiday Gift Exchange will receive a memento of the afternoon. Additionally, the table centerpieces will be given to 30 members

who don't cry, whine, complain, or hurt others during the gift exchange. Afterward, everyone is welcome to celebrate (or commiserate) at BJ's well-stocked bar.

Would you like to join us for a Saturday afternoon lunch, beginning at 11:00?

Please sign up and pay the nominal \$20 by Saturday, December 7th. There will be no refunds after December 7th should you change your mind about having a fun

Saturday with us on December 14th. Email cambrown47@gmail.com for details about mailing your checks ("Santa Clara Corvettes") to hold your place in the buffet line.



Our concluding social event will be on January 26th.

ALL members and guests, sponsors, and special honorees of Santa Clara Corvettes are invited to attend the end-of-year Awards Banquet at Villa

Ragusa. A traditional no-host bar will welcome everyone at 6:00 with dinner beginning at 6:30.

Following dinner, we will begin an ongoing generous raffle. Numerous presentations will recognize many members for their extensive (top 25%) participation and competition during 2019. Rookie-of-the-Year and Corveter-of-the-Year will be among the special awards with a few surprises that you won't want to miss!



We look forward to acknowledging our sponsors who have supported our club during the past year and thanking the outgoing board with their appointed officers.

Please join us at Villa Ragusa on Sunday evening, January 26th, in downtown Campbell. Plenty of free parking will be available either in the garage behind Villa Ragusa (35 South Second St.) or in the Second St. parking structure one short block away.

The Annual Awards Banquet is the most important event of 2019. Our treasury, making dinner affordable for all members, will subsidize that cost. Your checks ("Santa Clara Corvettes") for \$25 per member, \$65 per guest, must be received by Sunday, January 19th, with no refunds after that date.



Email cambrown47@gmail.com for details to make your reservation with your check.

As during past Awards Banquets, 'business casual' is requested.



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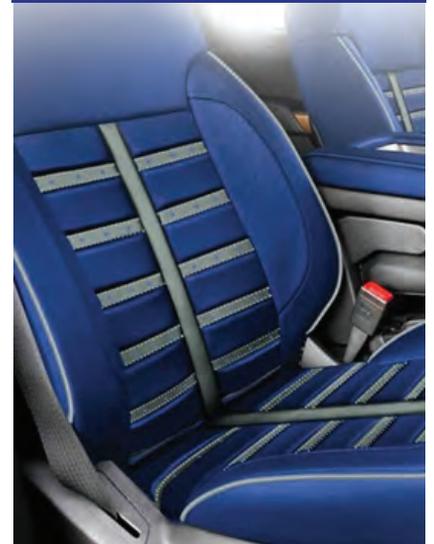
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Hazardous Journey



One would presume that if one travelled almost 10,000 miles by car that “something” untoward would happen. But, no one could have predicted the perils encountered on the “Nova Scotia Bound” trip embarked on by five Corvettes and one Maserati SUV.

We managed to go about 1,500 miles before the first incident. In Lincoln, Nebraska **Doug Johnson** discovered that both of his rear tires were showing inner cord. The good news was that the motel where we spent the night was across the street from a Chevrolet dealership in a large city. The bad news was that they don't sell many Corvettes in Lincoln and therefore had no such tires in stock. The tires had to be ordered from Omaha, NE which meant **Doug** and **Susan** had to wait until the next day for the tires could be delivered and they could continue on the trip. With some other issues it was after 3:00 p.m. before they got back on the road. They traveled 1,010 miles and drove through five states as a way of celebrating their 50th Wedding Anniversary in order to rejoin with the group. Thanks to **Mary Ann** and **Gary Kono** we all had a glass of wine before heading to bed.

Almost a week later as we are cruising down the road just outside Binghamton, NY we hear **Gary Kono** on the CB announce that his car suddenly had no power and he would be pulling over. The good news was that he was able to coast down the nearest off-ramp and off to the side of the roadway. No one within the local brain trust could figure



out why the car had lost power so **Gary** called for the AAA flatbed tow truck. They took the car to the local Chevy dealership and everyone followed through town like a parade. At the dealership we all parked wherever we could and waited for “the plan”. While we waited at the dealership many of the employees came outside to where all the Corvettes were parked, took photos and videos of these crazy Californians which they later posted online for all to see. They stated that they would probably be able to start the diagnosis that day but were unsure of how much time that might take so it was decided that everyone else would continue on the trip. Between **Gary** and the mechanic they figured out the problem. Prior to the trip, a second fuel pump was added to allow for higher boost pressures from his supercharger.

The fuel line from the second pump was routed over the wiring harness that powered the main fuel pump in the gas tank. The additional fuel line rubbed through the wiring harness, through the insulation for the wire feeding the main fuel pump, and shorted the wire against the frame. Once diagnosed it was a relatively quick fix so the **Konos** were able to join us that evening at the designated stop.

Then, four days after crossing into Nova Scotia, it was **Doug** and **Susan's** turn again as they managed to pick up a bolt in one of their new rear tires while on the way to visit one of the famous lighthouses in the area. The good news was that they were able to find a tire shop that was able to work on the 20” wheel and the infamous run-flat tire.

It was along the beautiful southern shoreline of Nova Scotia that we discovered one of the worst examples of paving in the whole trip. It was like driving across a washboard. You could not avoid hitting pothole after pothole for miles. The morning after that ordeal **Alan Templeton** and I went out to

the car in preparation for the day's journey from Port Hawkesbury to Sydney only to discover that the dash instruments indicated that there was no air in the left



rear tire. Several of the hotel employees recommended the same tire shop so we put some air back in the tire at the station next to the hotel and drove to the tire shop. After dismounting the tire it was discovered that there was no issue with the tire but the wheel was cracked. The manager at the tire shop, Gerrard, was born and raised in Port Hawkesbury and he knew everyone. He called a local welder with experience welding aluminum wheels but, unfortunately, he was not available until the next morning. Gerrard took us and the wheel over to the welding shop the next morning and presented the wheel to be worked on. The welder took one look at the 20” wheel and stated “That's a big f***ing wheel” shaking his head in disbelief. However, as it turned out, he was up to the task. That weld held intact until it was replaced two weeks later.

Continued on page 19



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SCC MEMBER SPOTLIGHT

Santa Clara Corvettes has a special place in the life of Tom Halcin



What is/was your occupation?

Computer Engineer

For how long have you been an SCC members?

I've been a member since 2018.

What are your top favorite things about your Corvette?

1. An American Classic
2. Original engine manufactured in Flint, Michigan

What is the first Corvette that you owned?

Last year I bought my 1966 Convertible Corvette Stingray and then joined the club.

Where and when did your interest in Corvettes first begin?

I've always been fascinated with cars when I was a boy growing up in Flint, Michigan.

How has SCC influenced your point of view about Corvettes?

I love being a part of the Chevrolet Corvette community and have learned so much about the different Corvette models from the club members.

What is one thing someone would be most surprised to know about you?

I was born and raised in Flint, Michigan. My father spent his entire career as an electrical engineer at the Chevrolet Engine and Pressed Metal manufacturing plant.

I remember as a teenager going to an employee open house at the plant and watched the piston rings being assembled. There was a worker on each side, with hundreds of rings held on their arms, as they assembled the rings on each piston.

My dad said that in the early years, Chevrolet could sell every car that they could make. It wasn't until the time I was in high school when things got tough in Flint. Our family always had new Chevrolet cars, but never a Corvette.

My sister and I wanted my dad to buy one of the Corvettes an executive was turning in, but it was the time of the gas crisis, and instead, we bought a new Vega.

Having a 1966 small-block engine that was manufactured in my dad's plant is pretty amazing.



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SJ Classic Car Show at Cathedral of Faith, November 2



Veterans Day Parade, November 11





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Collins Orton & Stuart Calhoon: Competition, Motorsports



Another year in the bank. 2019 is quickly running down, and the autocross season has wrapped up. Collins and I organized a whopping 11 days of autocross this year. The Autocross Army was with us all the way, every event ran fine, people enjoyed a variety of courses, and we didn't get rained on once. We even set a new record for longest course in Sept, with a fastest time of 80 seconds.



Because of venue issues, the NBCA put on only four days of AX, so we accounted for 70% of the WSCC season.

Our fairly new Farmtek wireless timing system worked extremely well, we bought two new line-marking machines, and we made good progress on automating time recording (including a dedicated PC laptop).

Looking forward to 2020, the news is not so good. We heard from John Moulton at Marina Motorsports that future use of the usual tarmac at Marina Airport is in jeopardy. Joby Aviation is in talks with the city to purchase land including the tarmac and erect new buildings for manufacturing and assembly of electric airplanes.

Naturally if this happens, we lose our Marina venue. The four 2020 weekends that we were given in the lottery will most likely go away. We have no obvious alternate venues, so this could be a show-stopper.

Actions we are taking to explore alternatives include:

- Consider attending a Marina City Board meeting to show support for Marina Motorsports.
- Check back with the Cow Palace to see if their insurance requirements have changed since we had to back out.
- Check with San Mateo County Event Center to see if they're amenable to autocross.
- Consider making 4 weekends of the American Autocross Series at Crows' Landing our WSCC series. Run at their events, extract our own results.
- Resurrect the venue search we did in 2018, and see if there are any other viable alternatives.

We have a very popular, successful autocross enterprise within SCC, and it would be a real shame if it had to end. Collins and I, who agreed to continue as Motorsports Directors next year, will be chasing this issue hard over the next few months, so that SCC can continue to put on these events.

Any SCC members having suggestions for a new autocross location please let us know.



Collins and Stuart

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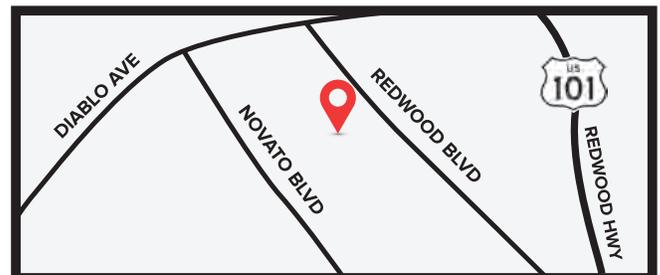
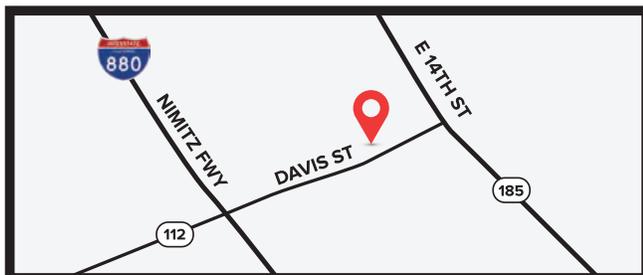
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Hazardous Journey Continued from Page 8

It then became the **Johnson's** turn-again!. Along the Cabot Trail in Northeast Nova Scotia it was discovered that the front tires were corded. They went back to Port Hawkesbury to see the same tire dealer that had been used for the welding. The dealer was able to order replacement tires for them, one coming from Moncton, NB and the other coming from Sydney, NS. They were the only two tires that would fit the Z06 which were available within 500 miles. Oh, by the way, it was Friday on a three day weekend! The tire shop manager had performed two miracles in two days! Luckily, both tires were replaced and they were on the road again playing catch up.

A few days after the welding incident we noticed that air was, once again, leaking from the LR tire. Since that was the same wheel that had been welded we assumed that the weld had broken only to find out at Canadian Tire in Moncton, NB that the same wheel now had three additional cracks! **Jack** suggested that fellow SCC member **Ray Gee** had an extra wheel so **Ray** was contacted and agreed to ship a wheel the next morning only to find out that when the tire was dismounted that his wheel also had a crack. **Tim Boone**, all-knowing Corvette expert, was contacted and he recommended Bob at House of Wheels in FL. Luckily Bob had a wheel that would suffice although not an exact match to the other three on the car but, at that point, it mattered less than getting back on the road again. Bob was on the way home as he was going on vacation but he agreed to drop the wheel at the FedEx drop-off point on his way home. The new wheel was 2nd-Day shipped so it would arrive in Sault Ste Marie, MI on Monday before noon-at which time we were scheduled to arrive. The local Chevy dealer provided the name of a good tire shop that was familiar with Corvette-sized tires and run-flat mounting procedures. So, like the **Johnsons**, we ran across some very accommodating folks to help solve our issues.

It was decided that it would be best to change plans and take the most direct route from Moncton to Ottawa, Ontario where another local Chevy dealer recommended a wheel shop that would be able to weld the additional cracks. We just had to get to Ottawa on three good wheels and the one leaky wheel. We would pump up the tire with 48-50 lbs and then drive until the TPS indicated it was time to add more-usually about two hours. We limped along like that for two days-trying to find stations with air compressors and with a pocket full of Loonies (\$1 Canadian) to feed the compressors. We kept the tire monitoring screen on the dash active the whole way so we would know when to stop for more air.

Once in Ottawa we made a bee-line for the wheel repair shop and arrived in time for them to dismount the tire so the welder could work on it the following morning. The next morning the wheel shop called to inform us that the car was ready to go and when we arrived they showed us photos of the wheel with all the new cracks outlined in yellow.

We then drove to downtown Ottawa to join the rest of our tour group who informed us that we had missed the most

scenic part of the trip.

It was another 500 miles from Ottawa to Michigan where the new wheel awaited and we just hoped that all the welds held and no additional cracks appeared. We did arrive in Sault Ste Marie, MI right on time and the new wheel was waiting there for us. This tire shop knew how to handle the large stiff tires and they had no problems



with the dismounting/remounting process. **Doug's** car had a wheel vibration issue, so they tagged along to have the rear wheels rebalanced. That fixed their vibration issue, but the guy in the shop noticed that one rim was cracked. Sure enough, **Doug** had to add air every 80–120 miles the rest of the way home.

As if that wasn't enough, **Doug** had to visit an emergency room in Casper, WY and again at Evanston, WY. **Doug** was now equipped with a catheter and the joke became that the others would need to stop to pee but **Doug** could just keep motoring. The moral of his story is: buy new tires before a 10,000 miles trip and stay hydrated.

One last episode to this harangue: while driving on I-80 about 14 miles east of Rock Springs, WY we were driving behind the world's tallest trailer that was blocking out the sky. The semi had no problem straddling the metal object about the size of a softball in the roadway but not seeing it ahead due to the semi trailer, our car ran over whatever it was. When we pulled off the highway to get some air for **Doug** we looked at our wheels but couldn't see any damage. However, we assume that the wheel was now bent because we could feel vibration in the steering wheel (and whole car). Since the vibration lessened when we drove at 70-80mph that's what we did all the way home.

If you followed the trip on Facebook, there were many photos of the wonderful towns, people, museums, and scenery. The trip included lots of hospitable hotels and places to eat that were shared by the group.

Needless to say, once home, a set of four new wheels were ordered that were **not** OEM Grand Sport wheels. It was discovered that there is a class-action lawsuit pending on behalf of all 2017 Grand Sport (and similar) cracked wheel owners as GM is not covering the cracked wheels under their warranty program.

Dave Johnston



David Johnston: Competition Car Show

There was only 1 car show since the last issue and that was the annual pre-Thanksgiving show at the Cathedral of Faith sponsored by the San Jose Classic Chevy Club. It was a beautiful day and the turnout by

but clean and/or decorate their cars. Veterans and dignitaries were assigned to our cars with their names on



SCC members was impressive: 26 cars and 36 members! Some went to eat pancakes but most just hung out, walked around checking out the various makes and models present. We made our group donation to the Second Harvest Food Bank with individual contributions collected and presented to the representative from SHFB-\$1,535 in all.

There was another car show of sorts, also known as the annual Veteran's Day Parade in downtown San Jose. It was pretty much the usual with everyone arriving by 0830 but then having to wait until 11:30 to actually do anything

the door placards. 22 SCC members in 17 cars were in the parade which was successful. Most of the participants gathered at House of Pizza afterwards for lunch.



This being the last issue of FCG for 2019 as well as my last article as your 2018-19 Car Show Director, I would like to take this opportunity to thank all those who came out and participated in the many car shows we attended. It means a lot to me and to SCC to have so many members ready, willing and able to have fun and help promote the club. Your continued assistance is welcomed by your new Car Show Director for 2020, **Romulo Rimando**.

Dave

SCC Canepa Tour Group at Malone's Lunch, 11-9



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FIRST CLASS GLASS

The monthly publication of the Santa Clara Corvettes club
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Greg Selzer: 510-913-4905, VP@SCCorvettes.org

SCC Upcoming Events!

DECEMBER 2019

JANUARY 2020

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

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 **Toys for Tots, Toy Run to Abel Chev**
- 11 **Board meeting at 5pm**
- 14 **Holiday Gift Exchange at BJ's at 11am**
- 15 **Coyote Creek Cars 'n Coffee**
- 22 **Hanukkah begins**
- 25 **Christmas Day**
- 26 **Kwanzaa begins**
- 31 **New Years Eve**

- 1 **New Year's Day**
- 9 **Business Meeting, Starts at 7pm**
- 20 **Martin Luther King Birthday**
- 26 **2020 Awards Banquet at Villa Ragusa in Campbell**
- 29 **Board Meeting**

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

December Birthdays

December Anniversaries

- 01 - Gary Jones
- 03 - Sue Clark
- 05 - Carol Beck
- 05 - Mary Pozzi
- 05 - Dennis Woodsmall
- 06 - Sandy Davis
- 07 - Brian Barlow
- 10 - Julie Bradford
- 14 - Tom Halcin
- 14 - Cynthia Jacobson
- 14 - David Jacobson
- 17 - Ken Jacksteit
- 19 - Greg Selzer
- 20 - Dwight Martin
- 22 - Geneva Leighton
- 24 - Jerry Svindal
- 25 - Joelle Baranowski
- 27 - Ron Minearo
- 28 - Mike O'Rourke
- 30 - Kelli Dorsey
- 31 - John Warner

- 2000 - Steve Wells
- 2008 - Jack Atkinson
- 2012 - David Katz
- 2013 - Rick Riccardi
- 2014 - Tim & Sue Kennedy
- 2014 - Dave Spellman
- 2015 - Joe & Nara Castellano
- 2015 - Mary Pozzi
- 2015 - David Profio
- 2016 - Dawson Mabey
- 2016 - Scarlett Reed
- 2016 - Stan Cotton
- 2017 - Linda Reisinger

2019 year is going out faster than the ZR1 from 0-60mph but it has been a great drive for Santa Clara Corvette Members. A lot of great car shows attended and our Spectacular, was just that because of all the hard work and effort that went into it by SCC members. Our Auto-X events were successful and fun courses to drive. And Socials were awesome. But the good news is 2020 and the C8 is going to be much faster. So buckle up for a fun drive. **Geno**



P.O. Box 2634
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To:

Postage

Thirteen SCC members donated \$1,300 to Santa Clara Valley Medical Center's Turning Wheels for Kids outreach program and assembled about 60 bikes at its 15th annual Big Bike Build, held in the South Hall of the San Jose Convention Center on Saturday, November 23. A total of 1,000 volunteers built 2,330 bicycles at the event. The bikes were then loaded onto trucks headed to charitable and government service organizations throughout the greater Bay area for holiday distribution.



The 2,330 bike boxes were flattened, packing materials sorted, and another group of trucks hauled all of it off, mostly for recycling. The event also served as a collection point for Los Gatos' House of Hope food bank, and SCC participants contributed generously to the record number of canned goods collected—and trucked away. All in all, the day was an amazing logistical accomplishment, all by volunteers, and a great way to begin the holidays. **Dan and Tish Niehans**

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.