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Socially Distant Autocross

May 2020



The official newsletter of Santa Clara Corvettes

Volume 45, Number 5

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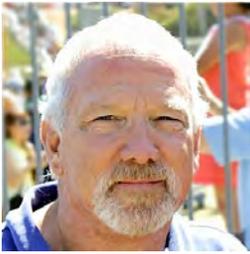


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Greg Selzer – President



My Crystal Ball...

So our government leaders are beginning to discuss criteria and transition plans for reopening our society. It will likely be a slow and methodical process. Kind of like adjusting valves in an engine. Right now, that looks like a ways off for most places around the country, but it WILL happen.

Like all of you, the Board of Directors will be watching that like a hawk. As soon as there are any changes that we can fit a *safe*, (and legal) club activity into, we will do it. I suspect that it will be a drive or maybe a sprinkling of drives to keep the groups small. Social distancing at 60 MPH will definitely be a “thing.” We may look like a bunch of old west banditos with our masks on and maybe we won’t be able to greet each other with hugs and handshakes, but I know we’ll enjoy each others’ company! It will definitely be different for a while but with THIS group, ‘different’ will be fun, too.

Looking back a little, our first ever Business Meeting conference call on April 1st went really well. Everyone did a great job of keeping their phones

muted and not stepping on each other during discussion. Since that went so well, we will be moving up to a Zoom Video Conference for the May 6th meeting. Zoom’s video conference features will move us closer to all the things we can do at a face to face meeting and should be a lot of fun. I would like to thank Alan Templeton, AKA your Treasurer, for researching Zoom and testing it out for us. Thanks Alan!

As far as virtual club activities are concerned, I’d like to thank Mike Mak and all the other contributors for keeping our Facebook page interesting. I also would like to thank Cheryl Klynn for her links there to the NCM website for Vettecadamy and Fully Vetted, as well as other great NCM content. There’s a TON of interesting car stuff on the web and plenty of things in the Corvette universe alone. Be sure to go out there and check it out. And don’t forget to include a look at the racing simulations.

Take care and stay safe.

Greg Selzer

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About the Cover

Stuart Calhoon took the precursor of this photo of a lone Corvette at the Marina Airport Autocross on Sunday, August 11, 2019. The heavy fog at 7:30 AM burned off quickly to yield a nice day. This foggy image, extended with software, offers an impressionist mood suggestive of the social distancing and isolation characteristic of 2020 spring months during the COVID-19 Pandemic. Medical advisers and politicians had recommended a social distancing regimen to avoid human-to-human viral contamination.



Al Thompson – Membership Director



Greetings, Santa Clara Corvettes

As we hunker down in our homes and distance ourselves from society, our ways of thinking have changed, and of what we previously took for granted like relationships, handshakes, hugs, and kisses, we are now more appreciative. As the saying goes, “You don’t miss your water until the well runs dry.” We have connected with folks near and far with game nights, we have binged on old shows as a family, held virtual scavenger hunts and Zoom Cocktail Hour, watched live streams of quarantine dancing and quarantine cooking, and joined a virtual book club. So, it is only fitting that I share a few fun things to do with your car while you are grounded.

Life is a highway. Take a tip from the GEICO commercials and build a playlist, a collection of your favorite getaway road songs in Spotify, and blast your tunes on your next “just the essentials” run. If your jaunts around town don’t afford you the opportunity to really enjoy your music, then take the top off and do car karaoke or listen in the car with your favorite (isolation approved) gal or guy, and reminisce. Share the list, make it collaborative, and have your friends contribute to the list. When the restrictions are lifted, and you can travel (if only for a few miles), you will have what you need to fuel the mood.

D8T NITE / Date Nite. You may need your family car for this one or maybe not. If you are feeling adventurous, take the Vette. Load up the car with everything you need to have a picnic under the stars (e.g. pillows, blankets) and grab your favorite artisan food from your local restaurant. Many restaurants are offering meal deals at a substantial discount, inclusive of cocktails and bottles of wine with takeout. Head back to the house and picnic in your driveway or cul de sac. Lay your seats back, set up camp in the truck bed, let your feet dangle from the tailgate, play cards, and make the most of quarantine living.

Style your ride. Shop. Shop. And Shop. With all this free time, review some websites: Pinterest, YouTube channels, blogs, and the like to get ideas on how to accessorize yourself and your car. Some online shops have a lot of inventory and time, and they may be able to custom make something just for you.

Membership is status quo with 178 members, and I am sure we will get going post-pandemic, but until, then treasure the relationships you have and enjoy the moment.

Al Thompson

The Legend of SCC Member “Pete Johnson”

During the down time we have due to the Corona Virus, we can take the opportunity to learn more about some of our legendary SCC members.

“Pete Johnson” is a world renowned Paleontologist. He has written many technical papers and may be better known for his recent book, *True North*.

The legend started on his uncle’s fishing boat that was chartered by *Marineland of the Pacific* in 1955 for some research work. Ten-year-old “Pete Johnson” was an experienced hand on the boat. One fine summer day, a crew from Disney was on board filming a segment for the brand new Mickey Mouse Club. “Pete Johnson” had a pivotal role in the 15-minute segment aired on the first season of the Mickey Mouse Club, where the legend came to life. “Pete Johnson” was a made-up name used to make it easier for the audience, because his real name can be a little difficult to figure out how to pronounce—maybe it was a little too foreign sounding to the folks at Disney.

Can you identify Pete Johnson’s real name? See the photo for a clue.

Collins Orton



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Steve Wells – Publications Director Found Between the Seat and the Console



Mayday! Mayday! That might be an alarm call. Or an exclamation to proclaim the first of the Merry Merry, Month of May. Until about thirty years ago, it was a celebration day in the Soviet Union, for which they trotted out all manner of military hardware to parade across Red Square. It reminds us of the simple happy times, when we could watch Nikita Khrushchev pounding his shoe on the table at the United Nations in order to stress a point using subtle Soviet style. Then in 1991, the mighty American President, *George (It's the economy, Stupid!) H. W. Bush*, prodded the Evil Empire with some of his dyslexic blather, and the Soviet Union imploded, disintegrating into a heap of large but pathetic quasi-republics with terrible winters.

Here in America, May is the month in which we remember our honored departed who had fought for our liberty. That occurs near the end of the month on Memorial Day, and everyone understands the holiday's significance. Also in May, on Mothers Day, we honor mothers who toil so hard raising children. Mothers and children propagate the *Mother's Curse*—when children behave in the absurd ways their parents did when they were young.

But very early in the month, comes the incredibly important holiday **Cinco de Mayo**, the fifth of May, when everyone in America (and in Mexico, too) celebrates an often imagined Mexican heritage in commemoration of the many who toiled so hard to establish Mexican restaurants. We also drink a lot of beer, both domestic and Mexican, like Negra Modelo, which is really a Viennese (Vienna, Austria) style lager.

Ok, Cinco de Mayo doesn't really commemorate tamales and enchiladas. It celebrates Mexico's Declaration

of Independence from Spain, right? Well, **no**, that was in 1810 on midnight of **September 15th**. So, was May Fifth perhaps the definitive big battle between corn and flour tortillas?

The morning of **May 5, 1862** about 100 miles east of Mexico City at Puebla, some 4,000 Mexican soldiers mobilized to battle with 8,000 French soldiers, (and some traitorous Mexicans, too.) **French?**

Yes, five months earlier, the French Emperor, Napoleon III, who disliked both Mexicans and Americans, had stashed plenty of troops, and the Hapsburg prince, Maximilian, to rule "*their*" Mexican empire. The French, wearing their red and blue uniforms, marched west from Vera Cruz to attack the capital. (At the start of World War I, they were still wearing the same stupid brightly colored uniforms—the schmucks!) They slogged through Indian-induced cattle stampedes and mud from recent thunderstorms, only to get slaughtered by the Mexican forces under General Zaragoza, who was born in Texas, and bad-ass Colonel Porfirio Diaz.

With some help from American Union forces under General Philip Sheridan, the French were dispatched from Mexico, and thus could not support the Civil War confederate rebels. (Remember, Napoleon III hated America.) So the United States benefited, too, albeit somewhat indirectly. Regardless, Cinco de Mayo is thus worthy of celebration. Perhaps some chili rellenos and a good Viennese Mexican brew.

And...

That's what I found between the seat and the console.

Steve Wells

Time Machine: 1985 – Steve and new Corvette: Hart Mountain National Antelope Refuge

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Cheryl Klynn

Social Directors

Linda Lariz



Hmmm.... Not the most exciting month for social events for SCC.

Who knew in February that our social interactions would be so limited? Waving and chatting with neighbors from across the street, crossing the street while out for walks if I see another walker headed my way, but still waving and saying, "Hello." FaceTime and Zoom communications.

Since I have no new activities to report, I thought I'd share some of my favorites from the last couple of years.

Corvette Weekend

Driving up Highway 101 to participate in The Southern Oregon Corvette Association's 28th Corvette Weekend in July. We headed out on a Thursday morning with the six-pack (Klynns, Warners, and Svindals) for a leisurely drive up 101 to Garberville (gateway to the Avenue of the Giants). If you've never driven the Avenue of the Giants, you don't know how much beauty you are missing.

We left Garberville Friday morning and did a slow drive through the Avenue (including through a tunnel tree—kind of terrifying). Driving the coast up to Crescent City is stunning.

In the meantime on Friday morning, Ken Jacksteit, Roger and Maxine Wiley, Gary and Geneva Leighton, and Ron and Carol Beck were hauling up Highway 5 to the event. We joined forces after they arrived.

This is a great event. Included in the activities:

Friday

- Morning – Free Car Wash (They did a great job and dried the cars with a lawn blower.)
- Afternoon – Wildlife Images Guided Tour (animal rescue facility.)
- Night – Blind Golf Cart Race (You had to see it to believe it.)

Saturday

- Morning – Car Show (including a raffle and a wonderful BBQ lunch.)
- Afternoon – Funkahana (adjacent to the car show.)
- Late afternoon – Jet Boat Dinner Cruise (awesome.)
- After – Dessert meet up.

Sunday

- Morning – Breakfast including a trophy presentation.
- After – Optional drive to Crater Lake.

I was most impressed that the members of SOGA lined up and shook hands with all of us as we left the festivities. Very special. I'd consider doing this event in 2021 (July 9–11) if there is interest. I would have to start planning and making reservations in September of this year.

Death Valley

Another favorite event is a road trip to enjoy Death Valley. We've been many times, but going with our SCC friends (courtesy of Yolanda and Jack) is a great adventure. Beautiful, scenic drive to Highway 395 with an overnight in Bishop. We always stay at the Furnace Creek Ranch, which I really enjoy. On our last run in 2016 (on our way to Barrett-

Jackson in Scottsdale), we rented jeeps in Death Valley and spent one day four wheeling. First stop, Rhyolite (a ghost town) with many interesting abandoned buildings to explore. The next stop was Titus Canyon, my favorite drive in Death Valley, not for the faint of heart or Corvettes. We were happy to share a Jeep with Chuck Vivian at the wheel. By the end of that drive, my pedometer indicated that I'd climbed around 120 stories!



Continued on page 14

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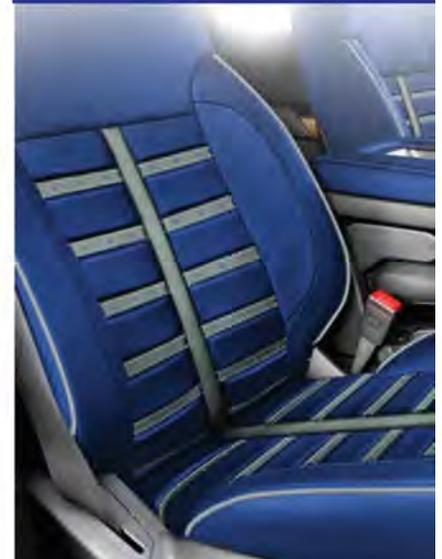
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SF to DC – Ken Jacksteit Remembers a Yojack Adventure Across the Country & Back – Part 1

While searching for a picture of my C7 for FCG and our website, I came across a photo album of my last overnight trip that I took back in September/ October 2017 to Washington D.C. I can't believe it has been 2½ years since Jack and Yolanda Atkinson took 6 cars across America and into parts of Canada. For those of you who are considering such an adventure through various states, here is a synopsis of what we did.

Our adventure started on September 20th, which was a day earlier than planned because of anticipated snowstorm over the Sierra's. Our first stay was Wendover, Nevada. The next day we arrived at Rawlins, Wyoming, where we had a tour of the old Wyoming State Penitentiary.



The following day we arrived at Mt. Rushmore. Of all the National Parks/Monuments I have been to, this is my favorite, and it's actually neither a National Park nor Monument. It is a National Memorial. There is no fee to enter Mt. Rushmore, but there is a parking fee of \$10 or \$5 if you're 62 or over. But that parking receipt is good for one year! I just wish it wasn't so far away.

Badlands National Park in South Dakota was next, as well as a tour of the Delta-09 Minuteman Missile Site.

We arrived in Sioux Falls, South Dakota on September 24th and just happened to be there where Garth Brooks was performing his last day of his 9-day sold-out run. Yolando was able to score us tickets. An anxious moment occurred after wading (and waiting)



in a huge line like cattle to get in, only to find out our tickets were no good, and we had to go to the box office. However, once we got to the box office, we were told that they had to move us, since the cameras would have blocked our view. Our seats were in the back of the auditorium. They upgraded our seats just to the left of the stage. I'm not a big C&W fan, but he did put on a good show. Now who would have thought that there were that many people in and around Sioux Falls for his shows to be sold out at every performance for nine days? And some of those days had two shows.

The following day we were at the Mall of America in Bloomington, Minnesota. And yes, it's huge, with an amusement park inside.

Green Bay, Wisconsin was the next stay where we visited the National Train Museum. Lambeau Field was on the list to be toured, but since they had a game that day, we settled for a picture in front of the stadium.

On to Munising, Michigan on Lake Superior. Unfortunately, our boat tour was cancelled due to high winds, and since we didn't want to be another statistic like the Edmund Fitzgerald, we took in the sights in town and the neighboring park.

The Soo Locks was next on the list in Sault Ste. Marie, Michigan. Now you may think that watching large freighters lug through these lock channels is as interesting as watching paint dry, but it was amazing to watch. People just stood there and stared at these ships and how the locks operate. Truly fascinating. From the stands you can see Mackinac Bridge, which you take to get into Canada. The bridge is 5 miles long and 552 feet high. But from the ground, it looks like it's a mile high.

We arrived in Canada on September 29th, and that was a long day. We traveled 425 miles and took our cars on a ferry to Owen Sound, Ontario.



The following day we stopped in Toronto on our way to Niagara Falls. Toronto is beautiful. I could have stayed there for a few days. But I was able to check out the CN tower and had lunch in the rotating



restaurant on top of the 1800-foot building. What a view! Next door is the Rogers Stadium where the Toronto Blue Jays play baseball. I was able to take a

walking tour of that stadium. Surprisingly the tour guide was a big San Jose Sharks fan. I made my way to the hockey arena where the Maple Leafs play. I got my souvenir puck and made my way to the Hockey Hall of Fame. Time was slipping by, but I was still able to see what I wanted. I had to catch up to the group and made it to dinner with them at Niagara Falls. This was another restaurant high in the sky called "Skylon Tower," with an amazing view. The next day was touring Niagara Falls, with the Horseshoe falls in Ontario, and the rest in New York State.



On October 2nd we headed our way to Gettysburg. We first stopped at the Horseshoe Curve Historical Railroad in Altoona, Pennsylvania. If you're a train enthusiast, this is a must see. You take a flight of stairs to basically a park that is surrounded by 3 sets of train tracks. The arriving trains are announced as they pass through, and you are within 50 feet of them. They must pass by every 7 minutes or so. Approximately 50 trains pass through here each day. It's a marvel of engineering that was created in 1854 to assist the trains navigating the Allegheny mountains.

Gettysburg was fascinating as well. So many monuments. Honestly, every few feet there's a monument of someone or a group of military personnel. Over a period of 3 days in 1863, more than 7,800 soldiers were killed, 27,000 wounded, and 11,000 missing or captured. The Battle of Gettysburg was the turning point of the Civil War.

Continued on page 21

Member Cars – Mark Noriega & Andrea Bertero



I attributed the mileage to bouncing up and down in the back seat of the Jeep while yakking with Linda.

Spring might be a good time for doing this run again.



Poppy Run

The Poppy Run to Antelope Valley. Great back-road driving to Palmdale. Will the Poppy gods smile on us? The first time we did the run (once again Yojack at the helm), we got skunked. High winds at the Antelope Valley Poppy Reserve had blown away the blossoms. Nonetheless, we made lemonade with a drive up to the



Mount Wilson Observatory followed by a visit to the Vasquez Rocks. Two years later, success!! Poppies everywhere.



This would be another event to think about for next spring.

As always, adventures are more fun with friends, particularly when all are behind the wheel of our gorgeous Corvettes. Let's go!

Cheryl Klynn and Linda Lariz



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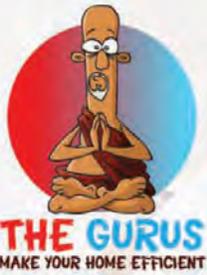


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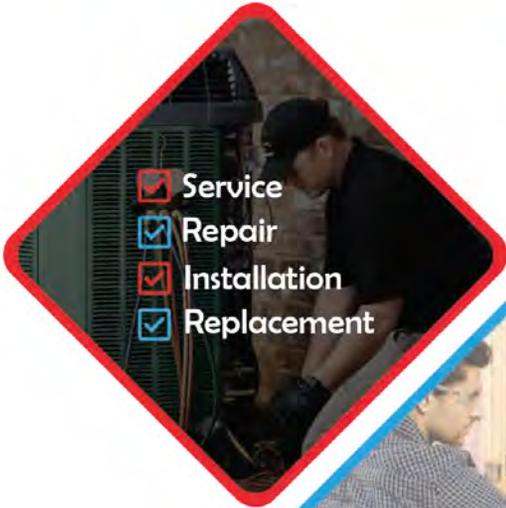




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SF to DC – Ken Jacksteit Remembers a Yojack Adventure

Continued from page 12



Between there and D.C., some of us stopped at the Flight 93 Museum near Shanksville, Pennsylvania. This is definitely off the beaten path, but to me it was a must see. It's a beautiful tribute to those who died on that unforgettable day.



Ken Jacksteit

SF to DC – End of Part 1

Continued soon in First Class Glass.



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Collins Orton

Competition Motorsports Directors

We know there is a lot of pent up anticipation for our Autocross season to start. All SCC Club members are encouraged to participate in our Autocross series. Even if you choose not to compete directly, there is a great day in store for you. We are scheduled at the Cow Palace for July 25 & 26.

Have Fun! Autocross is low cost, fun, and a terrific social event opportunity for all.

Car Please remove all items from your car. Most of us will stack all of the stuff from the car where we park. It is important for your safety and the safety of the course workers to do this. Be sure you have checked your brakes, tie pressure, oil level, and any other basic maintenance items before you come to the track. Monitoring tire pressures throughout the day is easy with an inexpensive handheld pressure gauge.

Person Be ready, physically and mentally. Have your helmet (Snell SA 2010/SA 2015) available for inspection. Helmets can be open face or closed face. Motorcycle helmets are not allowed. Wear comfortable clothing. Get up early so you have plenty of time to get your car and your-

Stuart Calhoon



self set up, and for you to breathe it all in without being intimidated. We have folks who are willing to help in all phases of Autocross. If you'd like an instructor/co-pilot, one of our experienced drivers will ride with you. Just make a request at the registration table. There are a handful of loaner helmets available.

Track Please be available for course setup and teardown. We have many jobs to be accomplished during a typical day. We can always find something for you to do. Walk the autocross course so you have some familiarity with the route. The track is different each day. Walk with others and gain some insight. Ask questions. Be sociable.

Analysis Check your time slips at the end of each run. See if you are improving your elapsed time as you become more familiar with the course. Compare time slips with your fellow run group drivers.

Have Fun! This is a great social event for all. Any questions or suggestions, please reach out.

Stuart Calhoon & Collins Orton



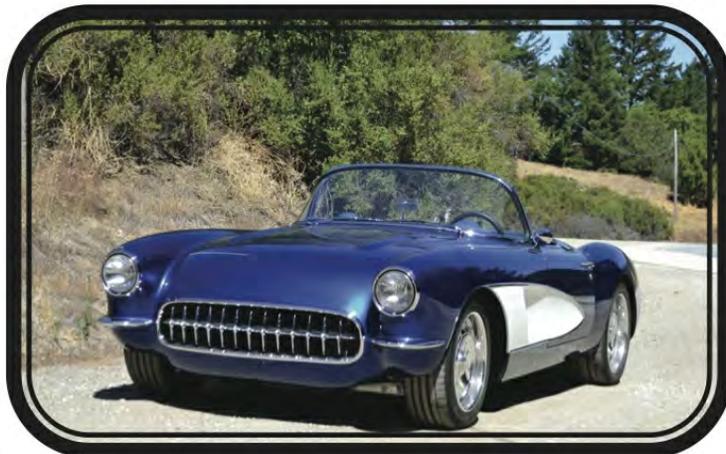
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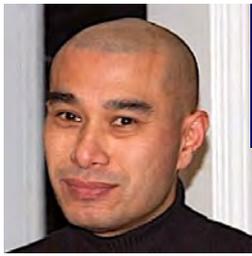
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Romulo Rimando Competition Car Show Director



What is NCRS?

Not a country club, nor a secret society—rather, the folks out there who remain purists and enjoy the hobby of restoring and showing earlier generation Corvettes. Many people may think of active members with the **National Corvette Restorer Society (NCRS)** as a fanatical bunch obsessed with over the top Corvette restorations. Let's take a closer look.

Not for Everyone

Most individuals who have purchased more recent Corvettes prefer high dependability, modern engineering/technology, and conveniences such as Bluetooth, navigation, and OnStar. These newer owners may once have owned classic Corvettes that consumed much more attention, maintenance, and investment, but no longer wish to worry about “mechanical” issues or repairs, preferring just to drive.

VCCoA

During the 1960's, the number of Corvette enthusiasts continued to grow, as did many Corvette car clubs across America. It is believed that the **Vintage Corvette Club of America (VCCoA)**, located in Central California, is the father of NCRS. As the late 60's came to an end, the movement started to take shape, emphasizing early-year Vettes. Individuals interested in obtaining hard-to-find parts and official GM publications began to unite and create a nationwide coalition. Specific regions across the United States started to publish a newsletter presenting dealer publications, manuals, and after-market parts. Eventually, these enthusiasts assembled a plan for monthly dues and started to delegate duties and responsibilities. As the story goes, there was an overall disagreement among the group, which ultimately lead to the appointment and adoption of formal rules and regulations of a new club: the *National Corvette Restorers Society*.

Originality

There is frequent use of the word *originality*. Often devotees of this type of restoration believe in using original parts whenever possible to resemble the factory appearance. When repairs are an option, a

community of vendors rebuild most original equipment manufacturer (OEM) parts. For parts that are beyond reconditioning, several companies provide reproduction parts that meet NCRS standards. Many of these reproduction parts reference factory specs, relicensed stamps, or symbols that were licensed by General Motors. Some specific examples of original parts include nuts, bolts, manufacturer names plates, headlights, and tires that not only pass original appearance, but when possible, include all original makings, color, and finish.

NCRS Judging: Model Years 1953–1999 C1–C5

We frequently watch car auctions hosted by Mecum, Barrett Jackson, and Sotheby. Often there are constant references to a variety of NCRS award classifications. These Corvettes generally have a higher prospect of restoration quality, due to their strict determination of NCRS specifications. Most NCRS vehicles hold a higher value due to a build repeatedly governed by rigorous compliance of restoration standards, mirroring *factory* delivery specifications. A key philosophy of NCRS is originality. According to NCRS, these judging standards are comprised of a point system based on restoration, performance, or preservation. OEM adherence is upheld by judges who have been educated by workshops/retreats and have earned necessary points to be designated as an observer, judge, team leader, or master judge.

NCRS shines on its judging superiority, and continual improvements. It shares the judging criteria, and its judges are a voluntary force utilizing NCRS education. They are identified by points granted from attendance at specialty judging workshops and grading/observation participation at NCRS shows. The judging manuals are produced using a high level of detail, including color photos of original *unrestored* vehicles that are used as a reference. Some may consider these Technical Information Manuals very detailed, comparable to those used in the armed forces and known as Technical Manuals, or TMs.

Continued on page 26

Romulo Rimando on NCRS

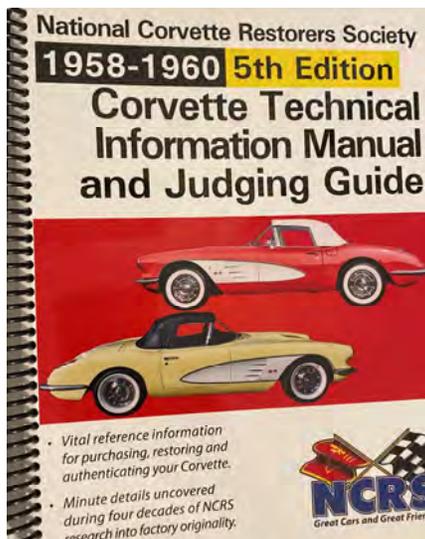
Continued from page 25

NCRS Recognized Awards

- NCRS Flight Award
- NCRS Top Flight Award
- NCRS DUNTOV Mark of Excellence
- NCRS Performance Verification
- NCRS Star/Chevrolet Bowtie

Membership

Today NCRS is adored as a premier car club throughout the world—focusing on the Chevrolet Corvette. Distinguished for its high standards for restoration, technical accuracy, loyal followers, and contribution to Corvette history. NCRS offers domestic memberships starting around \$50 (USD), and increased memberships for Canada, and all countries. Additional services include publications or CDs to help future and existing Corvette owners purchase, restore, and authenticate original equipment manufactured parts/casting numbers. Value added services also include historic document services (a partnership with the General Motors Historical Society) and provision of vehicle shipping information. Other features consist of document



validation services and NCRS car award validation services. The benefits truly exceed expectations for any Corvette enthusiast who seeks to adhere to the NCRS culture.



Benefits

Members have a wide variety of resources available to them, including a monthly publication. The door is wide open to a large network of Corvette enthusiasts, most having decades of judging and restoration guidance on almost every year of Corvettes. The club also is very active with workshops and a national



convention; it also has local, regional, and global presence. As previously mentioned, all publications and DVDs are great quality and are a treasure for identifying real vs counterfeit parts, not to mention available options.

Whether you are a purist, or enjoy the thrill of customization, or would just like to learn more, check it out for yourself online at www.ncrs.org.

As with many car clubs' mottos, the NCRS prides itself on the saying, "Join for the cars and stay for the friends."

Romulo Rimando





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SCC Upcoming Events!

May 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 | | | | | | |

4-31 SC County Health Department
Updated Order:
Shelter at your place of residence

6 Business Meeting

14 Virtual TGIT Stay safe

27 Board Meeting

June 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 | 1 | 2 | 3 | July 4 |

3 Business Meeting

5 National Doughnut Day

14 Flag Day

24 Board Meeting

7/1 July Business Meeting

7/4 Independence Day

BIRTHDAYS & ANNIVERSARIES

05/02 – Marie Young
05/06 – Lois Banks
05/12 – Dave Spellman
05/13 – Raymond Taylor
05/14 – Scott Fuerniss
05/16 – Liz Calhoon
05/16 – Joseph Dellamano
05/20 – Rick Craig
05/20 – Keith Mendia
05/20 – Mark Rea
05/21 – Joannie Nastasi
05/22 – Al Thompson
05/24 – Rick Bronner
05/24 – Gary Kono
05/26 – Robert King
05/27 – John Abraham
05/30 – Gabriel Yanovsky
05/31 – Sandy Mendia
05/31 – Frank Tringale

2006 – Collins Orton
2006 – Kris Orton
2012 – Al Fuerniss
2012 – Gloria Fuerniss
2012 – Scott Fuerniss
2012 – Charles Powars
2012 – Marilyn Powars
2014 – Malcolm Lawton
2014 – Reesa Lawton
2014 – Roberto Lezama
2015 – Harry Hsu
2015 – Julie Hsu
2016 – Cheryl Valentine
2017 – Greg Selzer
2017 – Lisa Selzer
2017 – Dot Shows
2018 – Kraig Kurucz
2018 – Beth Mostovoy



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David Johnston's mask keeps his car virus-free.



Rocket scientist Lee Klynn shelters in place.
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Steve Wells Pulls a Bank Heist

1. Friday, April 17. Essential trip to shop for food. Combine the trip with an essential bank heist. Just like in the movies.
2. Drove my Vette to a San Jose bank. Parked. Put on a mask. Strode to the young woman at a teller window.
3. Displayed a fully loaded Glock pistol.
4. Slipped her a hand-scrawled note my buddy, Mike, mailed me. His money plan idea. Excited to execute it.
5. Outer note revealed a small inner sheet. Mike's details. How much money the teller should hand me.
6. Note confused her a bit, but I set her straight. She passed me the money. Escaped with cash in hand.

What was really going on?

My T-shirt displayed a Glock. Mike's note had a check inside. Reimbursed \$34.86 for movies I ordered for him from Amazon. Sounds more exciting as a *bank heist* than as *cashing a check*. At banks, wearing a COVID mask is now *de rigueur*.



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 (½ block up from San Antonio Rd.) Meetings start at 7 PM. All interested Corvette owners and enthusiasts are invited to attend. For more information, contact anyone on the Board of Directors, or write to: Santa Clara Corvettes, P.O. Box 2634, Santa Clara, CA. 95055-2634. Visit us on the internet at www.sccorvettes.org for information, pictures, and the latest events.