

# FIRST CLASS GLASS

The Official Newsletter Of Santa Clara Corvettes



**October 2020**  
Volume 45, Number 10



## About The Cover

**Geno and Teri Brickey** have owned 4 different Corvettes before. **Geno** bought his first Corvette, a 1962, 327ci, 300 hp from a friend in 1968. He repaired and repainted Verdoro Green with black interior. In 1971 **Geno** bought a 1968 special order Mid-night blue metallic with black vinyl top and blue interior, 327ci, automatic, with all options. The owner (dealers son) wanted **Geno's** '62 and **Geno** wanted his '68 so a trade plus some cash was worked out to finalize the deal. Only later found out how much more the 1962 was worth.

And as the love story goes, **Geno and Teri** met by chance at a party on a Saturday night and the next morning met by chance after church. **Teri** had a 1968 Mustang, red with white vinyl top with red interior. After talking for hours, **Geno** suggested trading cars for a few hours, so surprisingly a yes led to swapping cars. **Teri** fell in love with the 1968 Corvette and **Geno** fell in love with the 1968 Mustang. As the story goes, **Geno** moved to Mt. View to work in hi-tech. Right before the June 2, 1973 wedding **Geno** sold his '68 only to later regret. Could have been grounds



for divorce. Did he want to find out was it the Corvette or him? We will never know. In 1974, living down the street from Santa Clara Corvettes founder, **Tom Saunders**, had a constant flow of Corvettes going down the street to **Tom's** house. "Once **Tom** found out I sold my Corvette he must have told everyone to punch it or peel out in front

of my driveway." **Geno** had the Corvette fever again and searched for one for months. On October 31, Halloween night found a 1970 LT1 in Mercury News (newspaper). Called the owner and confirmed car had every option offered and had all service records with less than 13,000 miles, **Geno** and **Teri** drove 60 miles to see the car. In the dark it looked orange. **Geno** drove it, came back said "we have to buy this car tonight or it will be gone in a day. Just drive it and punch it when you are in second gear." **Teri** came back and said "we have to buy this car." The love story continued with a new Corvette, joining Santa Clara Corvettes, having fun with great people and great events. Later came the fourth Corvette, a 1965 Nassau blue, blue interior and white convertible top that was a project car for **Teri**.

Fast forward over 35 years later. After leaving the club **Geno** got the Corvette fever again. Looking for the perfect Corvette with all the options, automatic this time, and one to take to car shows, finally ran across this 2003 Torch Red, black interior, all options, with 50th anniversary logos.



Having a stainless steel engine compartment was the cherry on top. "We just felt like it was our car when we first drove it. None of the others felt

right. This one sure did." After joining SCC again, there were changes made, some small changes to the interior, engine compartment, added a clear top, and Z06 Titanium exhaust.

**Keith** once asked **Teri** what the difference is from the club in the 70s compared to now. **Teri** said, "Nothing has really changed, it feels the same. Great people enjoying the fun Corvette events together. Nice to know some things remain the same."

The photo was taken at the Spring Valley Golf Course on Calaveras Road and appeared in the October 2015 Santa Clara Corvettes calendar.

# President - Greg Selzer



## A Sad Day for Santa Clara Corvettes

As were most of you, I was shocked to hear of **Buzz Marston's** passing last week. I had talked to him just a week earlier about WSCC insurance. After our business was finished, we discussed how his medical procedures were going. He said, "Yeah you know, you take it one step at a time. I've been through this before....."

I have only been a member of Santa Clara Corvettes for a little over three years so I don't have anywhere near the history that many of you have with **Buzz** but I learned quickly how much he has impacted our club-as a member, as well as through the WSCC.

For many years, **Buzz** had a great influence on our sponsor support, particularly with local dealerships. **Buzz** and the WSCC staff also organized the huge Corvette Corral and Corvette Racing Banquet right in our own backyard at the IMSA Sportscar Championship events at Laguna Seca. This provided rare access to Corvette engineering staff tech talks and racing team driver interviews.

Last year **Buzz** was instrumental in providing some fortunate SCC members access to the exciting C8 Reveal event in Tustin California. Later, I was shocked when he got us THAT close to having a C8 at Corvette Spectacular. (**Buzz** was even more disappointed than I was by that cancellation). He has even provided SCC members access to behind the scenes tours of the NCM.

His influence in the Corvette community has been great and his absence will be felt immediately. We will miss him. **Keith Mendia** has written a very nice remembrance about **Buzz** elsewhere in this issue. Please be sure to check it out.

## Charity Coordinator

At last month's Business meeting the Board proposed and the Membership approved a transition to a new Charity policy. Starting in 2021, and maybe sooner, we will appoint a Charity Coordinator for the year. This new position will organize our club charity efforts. That will include identifying which charities to support, how many to support, and when to have each fund raiser. It will also include tracking our events and posting our activities to a new page on our website.

The Coordinator will not be working alone. We will be asking members to nominate local charities for consideration and to champion selected charities to the membership. They will work together with each charity to organize, kick off, and promote each fundraiser.

The Coordinator will continue our very successful 2020 and earlier efforts. Because of your generosity, this year Santa Clara Corvettes has donated over \$7000 for Second Harvest Food Bank and the Santa Cruz County Fire Response Fund. Considering matching funds for Second Harvest we helped raise over \$10,000 so far this year. With a more organized effort, a little planning, and lessons learned from this year we could do even better in 2021.

So, why am I telling you all this-now? Well lets just call this a recruiting letter. I believe that this Charity Coordinator position has great potential to accomplish a lot of good for our community. As we've all said many times, SCC members collectively have a good heart and enjoy helping whenever we can. This position will be listening to that heart and focusing that energy to help the community around us. If you would like to lead that charge and develop what that position will become, please be sure to let me know.

Take care and stay safe,

*Greg*

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**A thanks to our Club Member Photographers:**

Teri Brickey	Mike Mak	Ron Beck
Carol Beck	Dave Johnston	Liz Calhoon
Gloria Fuerniss		

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**Steve Wells**  
[corvette@wizardtechlab.com](http://corvette@wizardtechlab.com)



# Welcome!

## Al Thompson - Membership Director

### Greetings Santa Clara Corvettes!!!!

As we officially enter fall, we took a trip to Folsom, CA with our quarantine approved travel companions. Bound for I-50 with our travel essentials: mask, back-up mask, wipes, sanitizer, water and of course wine. We emptied our bladders gassed up and hit the road.

Folsom made famous by the Gold Rush era of the 1800's and we can't forget the man in Black Johnny Cash's chart topper "Folsom Prison Blues" provided us with a 24-hour escape. The legendary man in black is celebrated throughout the town including food. Try the Johnny Cash burger at Samuel Hornes Tavern, and wash it down with one of their craft beers. After this

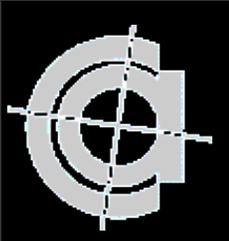
indulgence, hit the Johnny Cash Trail. Experience it by bike or by foot. Pick up the trail from downtown and meander throughout the city.

We had a ball. Good food. Good company. Good drink. Traveling during COVID -19 is no doubt a different experience but, different does not mean boring. This low-key town had much to offer. My baby (aka my Z06) was so happy to stretch his legs so to speak.

Another great escape. Good to be back, so let us get down to business. This past month our membership remained 183.

Until next time....be safe.

*Al Thompson*



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# Social Directors Cheryl Klynn & Linda Lariz



And so, it goes, the Corona quarantine continues and we all continue to be careful but miss our friends so very much.

shared stories of how much influence he had, not just on SCC, but on WSCC, the NCM and much of Corvetting. Rest in peace **Buzz**, we will all miss you. Our hearts and love go out to **Ruth**.

A great way to stay in touch is still our virtual TGITs via Zoom. It's not the same as being in the same room but the camaraderie and friendship continues to feel right.

Our TGIT on September 10 was themed "Patriotic" and was great (thank you to **Jan Minearo** for her suggestion for the theme). Kudos to **Roger Wiley** for his stunning (very tall) chapeau and to **Sandy Mendia** for her awesome star-spangled shirt and matching leggings. Our conversations began with the usual catch up but later turned to "where were you on September 11". We shared our thoughts one by one and it was very emotional. The memories were very candid and touching. It's amazing how we can all remember where we were and what we were doing when the terrorist attacks occurred.

There is a lot of enthusiasm for our attendance at The Southern Oregon Corvette Association "Corvette Weekend" July 9, 10 and 11. We've already been notified by several of our members that they have made their hotel reservations for the event. As a reminder The Riverside Inn Resort, 541-476-6873 and The Redwood Hyperion Suites 888-535-8824 are the hotels being reserved. Please tell the clerk that you are to be placed with the CORVETTE WEEKEND block. Hopefully the vaccine gods will smile on us and the event will take place as scheduled.

Our TGIT on September 24 was our Italian dine in (as suggested by **Barbara Warner**). Most enjoyed pizza but **Stuart Calhoon** impressed us with his lasagna (Stouffers, but nonetheless). We shared our dinner and beverages and were entertained by **Gary Leighton** who, along with **Geneva**, has been working at cleaning out drawers and such. He discovered a First Class Glass from 1993. His big treasure was an ad for Santa Clara Horrorvettes from 1993. It was a great spoof on Spectacular and had all of us laughing hysterically. Later, the meeting turned serious as we remembered our good friend **Buzz Marston** and

Our October TGITs should be a blast. Our first will be Thursday, October 8 and is themed "Oktoberfest" (thank you **Sandy Mendia**). Get out those steins and lederhosen you bought on the trip to Germany and enter the festivities. Our second TGIT we'll push out a week to October 29 so that we can enjoy a virtual "Spooktacular" – no pandemic is going to keep up from putting on our costumes and masks (oh, wait, we do that daily) and having some spooky cheer.

In the meantime, hit the road and enjoy those Corvettes.

*Cheryl and Linda*





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# Are You Leaking?

Something that you might not be aware of: already in 2017, 44% more auto owners report suffering car battery failures compared to 2016! These failures are not due to factory defects in manufacture or design (only 7% of all failures) but rather due to basic neglect (or ignorance) on the part of the car owners.



Batteries are not getting adequately recharged when driving. Infotainment systems and other power hogs are the culprits along with key-off drains. The key-off drains most often occur with vehicles that come equipped with proximity key systems that allow an owner to unlock and start the car while keeping the key fob in their pocket. These relatively new systems can be a great convenience but can also drain a car battery's charge at an accelerated rate when the activating key fob is kept within a short range of the car (or left inside the car). The transmitter and receiver continue to "ping" with each

other to operate even when they don't need to. This depletes the larger car battery more rapidly than the smaller coin-sized battery inside the key fob.

There are two relatively easy solutions to this problem:

1. Don't leave the key fob inside the car when you have no intention of starting the car for awhile.
2. Do take your car out on the highway at least once a month for an extended period of higher speed driving to fully charge the battery (definitely more fun than #1 above and more in line with how Corvettes are supposed to be driven). You might want to save this article and refer to it as your motivation when speaking with the CHP officer. This action also has the additional benefit of avoiding acid stratification that can adversely affect the longevity of the battery.

*Dave Johnston*



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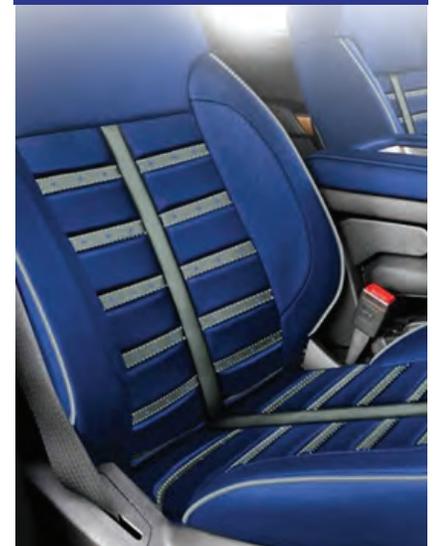
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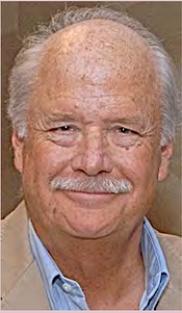
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# Remembering Paul “Buzz” Marston 1954–2020



It is safe to say that almost everyone in the Corvette community in California under the Western States Corvette Council knew **Buzz**. It was with deepest sadness that we learned this week that our good friend **Buzz** had passed away. **Buzz** and his beautiful wife, **Ruth** had recently moved to Arizona and were starting to enjoy the benefits of retired life when his cancer returned, and he started treatments to hopefully bring it to remission.

Unfortunately, that is not how the story ended.

**Buzz** graduated from high school in San Jose in 1972 and went on to college in the UC system earning advanced degrees. He eventually started two businesses in the area, Research West Behavioral Health Science and Motorsports West. It was through the second business that **Buzz** did a great deal to promote Corvette clubs to businesses and encourage them to sponsor many major Corvette events including car shows, races, and WSCC conventions.

**Buzz** and **Ruth** joined Santa Clara Corvettes in November 1994, making them among the longest tenured members in the club. Their WSCC number was #338. They were active in car shows and concours events. In 1998 **Buzz** was appointed Publications Director for our club, and he held that position for 2 years. In 2008 **Buzz** was appointed SCC National Corvette Museum Ambassador, and he held that position until his passing.



**Buzz** was also a long-time member of the Western States Corvette Council and held the Board position of Public Relations Director and National Corvette Museum Ambassador for many years up until 2014, when he was elected President of WSCC and held that prestigious position until his passing.

**Buzz** also was on the Board of Directors of the National Corvette Museum Foundation for many years and was the head of that Board for one term. He regularly traveled to Bowling Green, Kentucky for meetings and major events. **Buzz** was instrumental in installing a video at the museum that featured the events put on by SCC and WSCC. He also enabled our club to fly our SCC Banner in a most prominent position at the museum. His monthly reports

about the museum were always a great hit at our Business meetings.

At our annual Corvette Spectacular car show, we always



looked forward to the NCM awning and display of Corvette and NCM clothing and memorabilia. **Ruth** and **Buzz** worked so hard to display and sell these to keep us all looking good with the most recent Corvette apparel.

**Buzz** was front and center when



it came to major Corvette events in Northern California, including the annual IMSA races at Laguna Seca and Sonoma Raceway. The Corvette Corrals and Corvette Banquets at these races were world class. This included coordinating the travels of GM executives, Corvette engineers, and plant managers who were guest speakers at the banquets. **Continued on page 12**



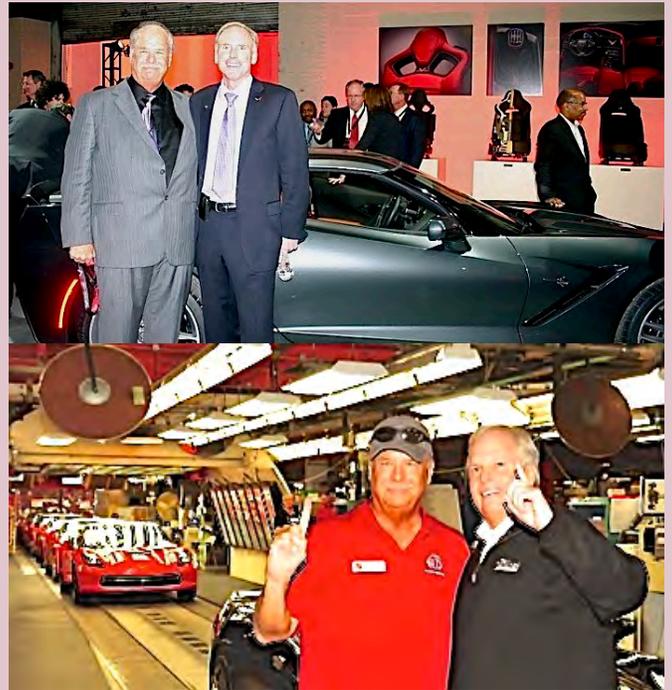
# Remembering Paul “Buzz” Marston 1954–2020

As President of WSCC, **Buzz** was a real leader of 2,000 Corvette enthusiasts and its Board. The conventions held during his leadership were very fun and memorable including stays in Las Vegas, Reno, and Medford. **Buzz** was always front and center and very good with the microphone.



**Buzz** also was instrumental in having Santa Clara Corvettes be a major part of the San Jose Annual Veterans Day Parade, where 20 or more Corvettes would parade through town carrying veterans, local dignitaries, and civic leaders.

During the GM reveals of both the C7 and C8 Corvette generations, **Buzz** was very helpful in getting SCC members into these gala introductions in Detroit and Tustin, CA. Buzz knew and was on a first-name basis with every key person



Our thoughts and prayers go out to his wife **Ruth** in this difficult time. The **Marston's** are a huge part of our Corvette Family, and we will never forget all they have done for us.

As **Buzz** so often said, “On with the Dance.”

**God Speed, Buzz Marston**

Keith Mendia 9/24/2020



in the GM organization who had anything to do with the Corvette. It was such an honor to have this man as a member of Santa Clara Corvettes for 26 years.

## TPS CARS and COFFEE 9-13-20

It's hard to believe it's been almost 7 months since I've seen other members from Santa Clara Corvettes in person at the last Business meeting on February 4th. Since then all in person events were canceled by the state, county, and city as we all sheltered in place to accept the new normal. I'm extremely grateful that we didn't lose any members to Covid-19.

Around the fifth month of shelter in place, I noticed events from other clubs and groups were starting to happen again. Some club members reached out to me and asked if we could do some events or drives together, so I reached out to more members of the club to gauge the response and decided it wasn't the right time yet. So I started to attend some events on my own, including the San Jose Mustangs Cars & Coffee event which was sponsored by my company TPS Motorsports which



was amazingly well attended with over 200 cars while all attendees were required to wear a mask.



members of Santa Clara Corvettes which would allow them to be and feel safe. As all the cars were clearing out I spoke to my good friend, Jani Sarviluoma (President of San Jose Mustangs) and asked if I could block off a section for the members of Santa Clara Corvettes to park and socialize away from the bulk of the group... he said absolutely and would love to have them. During the September 2<sup>nd</sup> business meeting our fearless leader, **Greg Selzer**, asked if I had any updates as the Social Media Director and I gave my updates and also brought up the Cars & Coffee event to gauge interest with the members. I was pleasantly surprised by the interest of some of the

members. I started to get excited, called several board members to discuss the ideas and was given the go ahead to promote the event on our Facebook group as a non-club event 😊

On September 5th I made a post on the Santa Clara



Corvettes Facebook group announcing the event, asked for volunteers to help direct traffic, while limiting the group to 20 cars. Within seconds members starting replying they



were in and wanted to help.. **Kenneth Jacksteit** was the 1<sup>st</sup> to sign up for the September 13<sup>th</sup> event. **Continued on page 14....**



# TPS CAR and COFFEE 9-13-20

As the event neared, I wasn't sure it was going to happen due to the bad air quality during the week leading up to the event. Luckily for



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Bob, Joannie and "Black Cherry"

everyone the air cleared enough that 150+ cars showed up including about 12 cars from Santa Clara Corvettes including **Andy's** Lamborghini Countach, **Cliff's** new C8 (can't wait for mine), **Keith's** C1, **Ken's** C7, **Geno, Sandy, Tom, Eric, Collins,** and a few others. The event was a hit among all those who attended and after pictures were posted in the Facebook Group other members were asking when the next one was so they could attend. Thanks for all those who attended and hopefully we'll be seeing you at the next event... I am working on a private event at a private venue for the club.. stay tuned for more info.

*Mike Mak*



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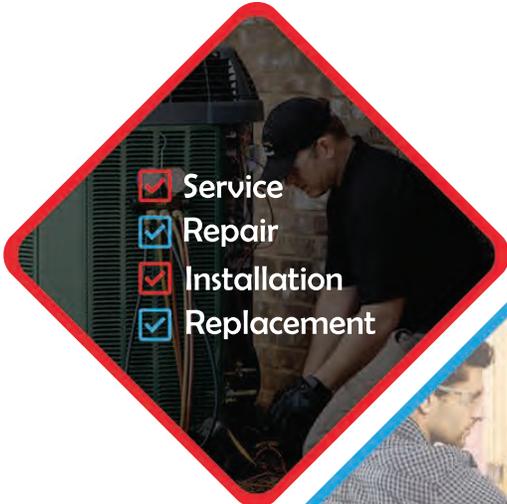
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## What is happening with the "C8 Watch" Now?



At the time of this writing the C8 options are changing in 2021. Cliff Martin's Long Beach Red Metallic Tintcoat may be the only one you will see around town. The Factory has discontinued and replaced it.

According to Car and Driver, "The two new colors include Red Mist Tintcoat and Silver Flare Metallic. There's also a new grey and yellow interior color scheme and new stripe designs and colors. Wireless Apple CarPlay and Android Auto capabilities are now standard, and the digital gauge cluster offers a few new display options including a different visualization for the tachometer for track driving. GM's [Buckle to Drive feature](#), which requires the driver to buckle their seatbelt before the car can be shifted out of park, is now standard.

Performance-wise, the 6.2-liter V-8 engine and eight-speed dual-clutch automatic transmission are unchanged. But the 2021 Corvette does now offer magnetorheological dampers as a standalone option, meaning you can choose this suspension setup without the Z51 performance package."

One thing I was concerned about was, with a completely new chassis, body, well everything is a new part, if the car is safe in a crash. Thanks to



some not so bright drivers in Los Angeles and Florida street acceleration incidents that destroyed 1/2 of the front end and drivers walked

away and the passenger had minor injuries to fingers. If you saw the Indianapolis 500 when the GM executive driving the C7 pace car smacked the wall, this was a harder impact. You can bet it is safe. Maybe safer than the C7. Only time will tell.

Speaking of time. If you are considering ordering a new C8 and not fully sure of the options you want to order check out this YouTube video from Brink of Speed it may save you some time doing your research. **Ordering a 2021 C8 Corvette? Here are the MUST-HAVE Options!** [https://www.youtube.com/watch?v=mnUI8jS7Pt8&feature=emb\\_rel\\_end](https://www.youtube.com/watch?v=mnUI8jS7Pt8&feature=emb_rel_end)

Still undecided if you want the coupe or the new awesome convertible hardtop? The 2021 Corvette coupe will start at \$59,995 and the [convertible](#) will

start at \$67,495. Ask yourself if the extra cash is worth the extra option of pushing a button to have a convertible. Most of you already know the answer to the question. But for those who do not, then check out this YouTube video by Jeremy Welborn that compares his coupe to his convertible. I envy the guy who has first hand knowledge, and 2 C8s. **2020**



**C8 Corvette HTC Driver Review...Plus Z51 vs Non-Z51 Review** <https://www.youtube.com/watch?v=X1oI5PuZNZO>

Are you still not convinced either way

on a coupe or convertible. Can you tell I like the convertible for its headroom and rear window and convenience of putting the top down at 10 miles per hour. Check out this YouTube video by Top Speed, **2020 Chevrolet Corvette C8 Convertible Hardtop - The Best Convertible Money Can Buy?** <https://www.youtube.com/watch?v=XCuCsRglU3E>

OK, I have given you all the good reasons to buy your C8 but now I want to tell you about 15 problems with the C8. Just in time for

Halloween are some spooky problems. There is the Haunting Horn that beeps on its own or not when pushed.

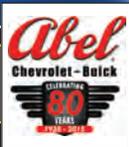


Also ghostly power windows that are no touch going up and down. Do you feel something bouncing up in your seat? Passengers need new glasses or is it the stitching? I do not agree there is a lack of features, nor understeer unless I drive it first. Check out this YouTube video from [TheThings.com](#) by Torstein Salvesen, **15 Legit Concerns About The C8 Corvette So Far** <https://www.thethings.com/legit-concerns-about-the-c8-corvette-so-far/>

Stay tuned for more on the next "C8 Watch".

*Geno Brickey*

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<https://tinyurl.com/HOD-Laguna>

We look forward to our events with you – and please know we will focus on safety in the COVID-19 era so the events will look a bit different, but the tracks won't!! Click [HERE](#) to see the HOD event guidelines and waiver in the Covid-19 era to assure the safety of all participants. Note that WRLS rules may override the HOD guidelines.

*This is a 90db sound limited event.* This is a Monterey County ordinance. HOD is wanting to be a responsible renter and asks you to take all actions necessary to meet this sound limit. Note that the park can ask you to leave the event at their discretion if a single sound violation is deemed too high. HOD is not responsible if you are excluded for sound violations. The 3 strikes rule applies to the entire event rental period, whether it is a single day or a multi-day rental period.

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# Train Ride to Grand Canyon

September 27 we met together in Tehachapi with a fun send off visit from **Yolanda and Jack**. Grand Canyon travelers who met up at the motel Sunday were, **Ron and Carol Beck, Stu and Liz Calhoun, Al**



and **Gloria Fuerniss, David and Debra Hanks, Rick Ricardi and Linda Reisinger** and Felix and Betty Lou Colello, and Tony and Donna Davi from Monterey Corvette Club.

Next stop was Eddies World in Yermo, CA for a pit stop. Then we are off to a night at the Golden Nugget in Las Vegas.

Dinner was at Heart Attack Grill dressed in Hospital gowns. We enjoyed burgers and many laughs.



Monday AM we had a tour of the Atomic Testing Museum and learned about Nevada's history in testing nuclear development.

On the road to Williams AZ lunch at MR D's Route 66 diner, and delicious dinner at Williams Hotel - lots of great food! **Continued page 22**



# Train Ride to Grand Canyon

Tuesday -the Train , we had the parlor car to ourselves. It was beautifully decorated for the period, breakfast & coffee were excellent while we were entertained with many visitors such as the brakeman, guitar player played car tunes for us and other train staff.



Tuesday the Grand Canyon was beautiful with great weather. We all walked and rode on the NPS busses for spectacular views of the canyon.





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# Collins Orton & Stuart Calhoon: Competition, Motorsports



## September events cancelled

Our two events that were scheduled for Sept. 5-6 at the Cow Palace got cancelled. This was due to fire-evacuated livestock and horses being sheltered in our parking lot. All the animals and pens have been removed since then, so the site is available for autocross again.

## COVID precautions

The state and county requirements for holding our autocrosses safely have not changed in the past two months, so we will continue to implement the same precautions.

## Oct 17 event

We are holding an all-Corvette Autocross on Oct. 17 at the Cow Palace. We have secured the date and received a revised contract from the Cow Palace. This promises to be a unique event for the Corvette community, as you will get to run all day. This should provide plenty of opportunity to find the optimum line, tire pressures, and shock settings -- find out just how fast you can go. Only the first five runs will count towards the official competition, but we will make note of improvement in the PM.



This will likely be the conclusion of the Santa Clara Corvettes Autocross season for 2020.

Noise complaints. A new wrinkle has developed for autocrosses at the Cow Palace. They've had complaints from neighbors about the sound – engine and tire noise. We and the other AX clubs that use the Cow Palace have been meeting and working with the CP management to find resolution to this issue. I think that Corvettes with the NPP exhaust option are part of the problem. Even in Touring mode, the baffles still open above 4,000 rpm. I'm hoping to find a simple way to keep the baffles from opening, which we can implement at the event.

WSCC member John Marker in his 2018 Z06. Photo by Michael Rosenzweig.

## Other Action

SCC is helping to support North Bay Corvettes (NBCA) at their Auto-X weekend, Oct. 3-4 at Thunderhill. Should be fun and hopefully not too hot. They have a very large asphalt skidpad there, comparable in size to the Marina site.

## Pink Hat competition

Because the September events got cancelled, we will be using the handicaps previously determined at the October event. But the competition will continue! At this time, **Ron Minearo** is the proud holder of the Pink, "Tire Bitch" hat. He says he is determined to keep it, we shall see . . .

Oct. 8-9 Hooked On Driving (HOD is an SCC sponsor), is hosting track days at Thunderhill Raceway. This is "Hooked on Porsches and Friends" for the best of both worlds. 3-Mile Thursday and 5-Mile on Friday. There are quite a few Corvette drivers going to this event; just to show those Porsche drivers we can have fun too!

*Collins Orton and Stuart Calhoon*

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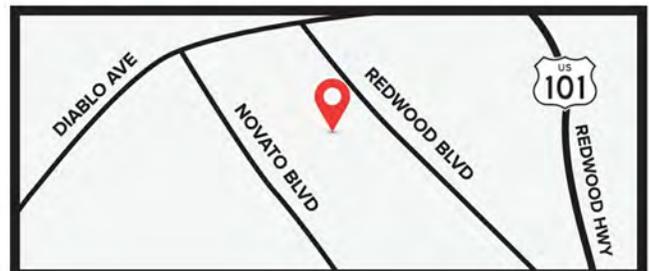
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# Romulo Rimando: Competition Car Show

## A Trip Down Memory Lane

### Memory Bliss

If we rewind to the early sixties, some folks can reminisce of a carefree, and much simpler time. Although

there was tension with the Cold War, and a race to space, Spiderman arrived, and the Beatles were played on the radio. The rise of the hot rod culture was in its infancy. Pastimes such as cruising, hamburger stands, and drive-in movies are just a few to name. Starbucks, and the modern car show, technically, were not even born yet.

### It's time for a Corvette

Paul Yeager had always been a car enthusiast, modifying Tri-Five Chevy's like many other young American adults, but it was time for something different. It is often debated that the 1962 Corvette was the C1 generation's finest. Indeed, the introduction of the 327 engine meant increased horsepower, and a clear statement – muscle.

Today, most onlookers often overlook the visible rear trunk that would not be available on Corvettes for many years. It is true that 1962 models by design did not have their covers painted with a secondary color, but rather one solid color. My own personal favorite feature is definitely the two round taillights that were the revered signature trademark of the beloved sportscar, for several generations.

### So, What Do I Really Want?

The 1962 model had quite a few options, clearly it would be a difficult decision to make. It was a higher end sports car, and it left a strong impression. While difficult to find, it was Paul's desire to purchase a 1962 Roman Red exterior/interior, highlighting the new 327 fuel injected engine, with a 4 speed. He was determined, and eventually found the Corvette of his dreams at Top of the Hill, in Daly City.

### That's How Things Were

Paul and Shirley Yeager enjoyed the simple life. Good times meant taking the C1 Corvette to the movies, eating at diners, and taking a cruise with all the other car enthusiasts down the boulevard. Eventually, hot rods such as a 1963 Corvette would be seeking a race off the red light. Mr. and Mrs. Yeager also reminisce upon one of their happiest memories - to drive the Corvette to Disneyland. The Yeager family provided a spectacular photo of Disneyland next to their newly purchased Corvette.

## Fond Memories

Youngest son Steven distinctly recalls his parents' fond recollections of their youth when the car was a daily driver, and grocery getter. It was not until the birth of their oldest son that the car was replaced for a more functional family vehicle.

Times have definitely changed, with COVID-19 concerns, high unemployment, and extra precautions to prevent illness. As in the past, we continue to live through our memories, of the past and our future which include the beloved Corvette. We applaud generations before us, like Paul who forged the Corvette culture before us. It is these enthusiasts that shared their automobiles in parking lots, parks, schools, and their driveways. Today we extend this spirit through car clubs, numerous shows, cars and coffee, and the autocross. The newly released C8 is once again legendary and will possess new drivers that will reveal future stories of Corvette memories, and history.



## 1962 Corvette - Fun Facts

### Available Colors

Beige (Fawn), Tuxedo Black, Sateen Silver, Honduras Maroon, Ermine White, Roman Red, Almond Beige

### Engine

327 ci ohv v8 (carbureted or fuel injected)

### Transmission

3 speed (standard), 4 speed, 2 speed powerglide

1962 Estimated Price/ 2020 Equivalent Value  
\$4038.00/ \$41,107.00

Total Units Produced  
14,531

*Romulo*



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WSCC Representative: Malcolm Lawton  
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Corvette Spectacular Chairs:  
David Wilson: 408-464-4444  
Nicole Wilson: [Nicole121wilson@gmail.com](mailto:Nicole121wilson@gmail.com)

# SCC Upcoming Events!

## October 2020

## November 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					

- 1 Drive Home from Williams, AZ
- 3-4 NBCA Autocross - Thunderhill
- 7 Zoom Social at 6:30pm and Zoom Business Meeting at 7:00pm
- 8 TGIT, "Oktoberfest"
- 17 SCC Auto-X at Cow Palace
- 28 Zoom Board Meeting at 6:30 pm
- 29 TGIT, virtual "Spooktacular"
- 31 Halloween
- 31 IMSA Championship - Leguna Seca

- 1 IMSA Championship - Leguna Seca
- 3 Vote
- 4 Zoom Social at 6:30 and Zoom Business Meeting at 7:00pm
- 25 Zoom Board Meeting at 6:30 pm
- 26 Thanksgiving Day

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

### October Birthdays

### October Anniversaries

- 01 - David Johnston
- 05 - Cheryl Klynn
- 10 - Ren'ee Kojack
- 11 - Maxine Wiley
- 14 - Dana Taylor
- 15 - Linda Reisinger
- 16 - Stephen Bolaris
- 17 - Jerry Banks
- 17 - Scott Radonich
- 19 - Valerie Bolaris
- 20 - Tom Kalivoda
- 22 - Pamela Brown
- 26 - Phil Moser
- 29 - Jim Barnes
- 29 - Gary Linford
- 31 - Tom Clarkin

- 2009 - Jerry Svindal
- 2009 - Shirley Svindal
- 2015 - Bill Hughes
- 2019 - Christy Marquez
- 2019 - Eric Marquez
- 2019 - Burt Tsubahara



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### Train Ride to Grand Canyon by Carol Beck

On Wednesday 14 of us boarded the same luxury parlor car to Williams, where we enjoyed an excellent dinner. We had our last champagne toast on our way back.

On Thursday 14 members of the SCC and Monterey Corvette club had a great breakfast then rode off to multiple destinations.



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](http://www.sccorvettes.org) for information, pictures, and the latest events.