

# FIRST CLASS GLASS

THE OFFICIAL NEWSLETTER OF SANTA CLARA CORVETTES



July 2021  
Volume 46, Number 7



# About The Cover

On Wednesday, June 2<sup>nd</sup> **Sandy & I** loaded up our C7 Grand Sport and headed off on a 4,000 mile road trip with our good friends **Richard & Nancy Shockley** and their C7 Z06. Our destinations



Red Cliffs Lodge, Moab, UT



Monument Valley, AZ.



Grand Canyon at Sunset



Slipping Away @ Grand Canyon

had a western traditional dinner at the Cowboy Corral. My meal was Bison pot roast and it was delicious. We were then off to Mammoth Lakes in California driving on Hwy 40

included a mini reunion with several of our high school class mates and their families in the Denver area. We spent 4 days there with our buddies, most of whom have had or still have Corvettes. We then drove across the Rockies on Hwy 70 then down Hwy 128 which follows the Colorado River to Moab, Utah to tour Arches National Park and Canyonlands National Park. We spent 3 days there enjoying the spectacular scenery and great restaurants. We found this beautiful place, Red Cliffs Lodge on the Colorado River and had two excellent dinners overlooking the river and watching the sunset.

We then headed south through Monument Valley to Flagstaff, AZ. While the Indian reservations were still closed due to COVID we were able to see much of the natural beauty of the area. We took an all-day tour of the Grand Canyon including sunset there touring the East and South rims. We arrived back at our hotel around 10:30pm and were awestruck by the natural beauty that we had experienced there.

The next morning, we looked for a no-touch car wash to get the trail dust off the Corvettes then headed down to Sedona, AZ for a day and stayed in a beautiful resort. We wandered into town and

(old Route 66) through Barstow and up Highway 395. While passing through Needles, CA our outside temperature gauge hit 124 degrees. The heat was unbelievable. We had a wonderful stay in Mammoth at Tamarack Lodge in very comfortable cabins. We had neglected to bring green olives in the traveling bar, so we went to the campground store and bought the next closest thing, jalapeno peppers. The concoction was named the Tamarack Martini and they were delicious. The next morning, we had breakfast in Mammoth Lakes and took a spirited drive home on Highway 108 over Sonora Pass and through Kennedy Meadows.



Shockleys & Mendias @ Grand Canyon



Tamarack Lodge Mammoth Lakes, Ca.

We both had NO car troubles the entire trip and our Corvettes got lots of attention. Top speed of the trip was 146



Poco Diablo Resort, Sedona, AZ.

near Bonneville, highest gas price paid was \$5.19/gallon. Thanks to **Sandy** for driving and rowing through the 7-speed manual transmission. We returned home June 18<sup>th</sup>. We had wanted to do this trip with the **Atkinson's**

several times before but the timing never quite worked out. We are so thankful for our good friends that were part of this trip and for the opportunity to experience the beauty of our great country.

*Keith & Sandy*



# President - Greg Selzer



## Second Gear

Last month I said that the Santa Clara ‘Corvettes’ was in first gear. Masks were coming off, car shows started happening, and people started getting out together. Now we’re in second gear and pulling hard.

**Linda and Cheryl** have announced our first face-to-face event, the 2021 Picnic for July 25<sup>th</sup> and online registration is open. Sounds like it’s already about half full so get on it if you want to attend. It’s a great event for meeting other club members so if you’re new to Santa Clara Corvettes let me know you’re coming, and I’ll introduce you around. Then, after the picnic, we’ll all start having our face-to-face TGIT’s again!

Online registration is also open for Corvette Spectacular on September 19<sup>th</sup> with 40 cars already registered. Be sure to sign up early. The event size is being limited due to curb parkettes set up by downtown restaurants. By the way, **Nicole** and **David Wilson** are still signing up volunteers for the event. Please let them know how you can help. For those new to the club, Spectacular is an all Corvette car show that Santa Clara Corvettes has put on yearly since 1977. This year we’ll have around 120 cars taking up all of Main Street in Los Altos. It is considered by many, (not just us!), to be one of the best Corvette shows in northern California. It’s a fun show to be part of, even if you have never been in a car show before. You can sign up

to show, or volunteer for the event. Either is great way to meet other club members.

Meanwhile, **Geno Brickey** and **Jerry Banks** are preparing our entry for the National Corvette Museum club newsletter competition. They have been gradually tailoring our First Class Glass newsletter for the competition and have selected an issue to submit. While **Geno** and **Jerry** are preparing FCG, **Alan Templeton** has been doing the same for our website. Shortly, **Alan** will be announcing some new content from that effort.

I’m looking forward to seeing how we do in the newsletter and website competitions this year. I want to thank **Geno, Jerry, Alan,** and **Dave Johnston** (who supported both activities) for their extra effort in putting our best foot forward in both of these competitions.

See you soon!

*Greg*

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**Thank You to Club Members who Contributed to this Issue:**

<b>Lois Banks</b>	<b>Teri Brickey</b>	<b>Keith Mendia</b>
<b>Sandy Mendia</b>	<b>Maxine Wiley</b>	

**Wanted**  
**Cover Car Photographs**  
**For 2021 First Class Glass Covers**  
**Contact: Geno Brickey**  
[geno116@sbcglobal.net](mailto:geno116@sbcglobal.net)  
**Jerry Banks**  
[j.lbanks@comcast.net](mailto:j.lbanks@comcast.net)



# Welcome!

## Al Thompson - Membership Director

Restrictions have eased and the country is opening. Over 50% of the population is vaccinated and many states have ditched the mask in accordance with CDC guidelines.



We are ready to travel and many of us are opting for road trips to enjoy the great outdoors. In fact, AAA estimated 37 million Americans took to the road over the Memorial Day weekend. More cars, more traffic, increased drive time make for frustrated drivers.

We were part of that 37 million that took to the road, and we experienced some of that frustration firsthand. We encountered an overly aggressive truck driver who was laying on the horn, tailgating, and improper and unsafe passing. At one point he swerved onto the shoulder to kick up gravel. Aggressive driving is dangerous but when done in an 18-wheeler it can be deadly.

Here is what you can do to stay safe:

1. Back off. Give them plenty of room to maneuver.
2. Swallow your pride and take the high road. Let them pass.
3. Report it. All trucks have a number on the back, or you can call 911.
4. Resist the urge to challenge them. Do not mimic their actions or flip that middle finger.
5. Most Corvettes have OnStar, they can ping your location and notify the authorities.

You can file a formal complaint with FMCA (Federal Motor Carrier Safety Administration) who's sole mission is to prevent commercial motor vehicle fatalities and injuries as they estimate 66% of traffic fatalities are caused by aggressive driving.

Remember it is more important to arrive alive, than teach a trucker a dangerous lesson.

Since we last met our Roster has not changed, we have 193 Members, 65 Family Memberships, and 63 Individual Memberships.

Remember, if it is behind you, it does not matter, just enjoy your ride.

Until next month.....

*Al Thompson*



Happy Fourth of July

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TPS Speedlab is located in Santa Clara by appointment only. Open Monday-Friday from 10AM-7PM, Saturdays available by appointment.

## From the Desk of our Charity Coordinator - Maxine Wiley

Our charity drive for JW House was successfully completed with SCC members contributing 30 dinners and pantry items for the JW House. We received a nice thank you letter from Richard Ajluni, Executive Director for JW House. Thank you to the SCC members who contributed their time and goods to make this happen, especially to **Shirley Svin-dal** who organized all the JW House -SCC charitable endeavors.

Our next SCC Charity Drive, from now until **August 21, 2001**, will be focused on **Turning Wheels for Kids**. This organization is a community health outreach program of the VMC Foundation, which supports Santa Clara County's outstanding public hospital, the Valley Medical Center, and its public health initiatives. (501(c)(3) TID 77-0187890).

Since its founding in 2005, TWFK has built over 44 thousand bikes for underserved kids, organized distribution through community service organizations, and run bike repair clinics. Their efforts culminate in the Big Bike Build in early December when stacks of boxes are transformed into bikes. For the past 3 years, SCC members have participated in the **BIG BIKE BUILD** which this year will occur on **December 4, 2021**. If you would like to participate contact **Tish Niehans** at [tish@niehans.org](mailto:tish@niehans.org).

For the **BIG BIKE BUILD** to be possible TWFK is requesting funds now. **The need for, and the price of, bikes has exploded.** **Tish** and **Dan Niehans** have made a generous contribution which will purchase a significant number of smaller bikes for kids. You too, can join in making a child's

holiday season special, imagine the joy of a child who receives a bike as a gift. Our goal is the purchase of 10 bikes in June, 10 bikes in July and 10 bikes in August. If you would like to participate in this special opportunity, please go to the **SCC website** using the link for **Turning Wheels for Kids** or using the link below. You can choose your own amount and "**Honor**" **Santa Clara Corvettes** before clicking to donate.

<https://turningwheelsforkids.networkforgood.com/projects/77253-donations>

When you donate, please let Maxine Wiley know at: [wiley\\_ma@sbcglobal.net](mailto:wiley_ma@sbcglobal.net).

**Dan** and **Tish Niehans** will again lead the Team SCC and host a pre-event lunch and training session. You don't need to be a mechanic to join the fun. We need box openers, tire inflators, built-bike pushers and other helpers and TWFK needs help with check-in, raffle ticket sales and other functions.

This fall we will be working with **Hope's Corner** to serve over 300 breakfasts to our neighbors in need. Please put **October 30<sup>th</sup>** on your calendar so you can join us in the fun and worthwhile experience. We will need twenty volunteers and raise \$600.00 to pay for the breakfast meals. More information to follow.

Thank you for your continuing SCC Charitable support.

*Maxine Wiley SCC Charity Coordinator*



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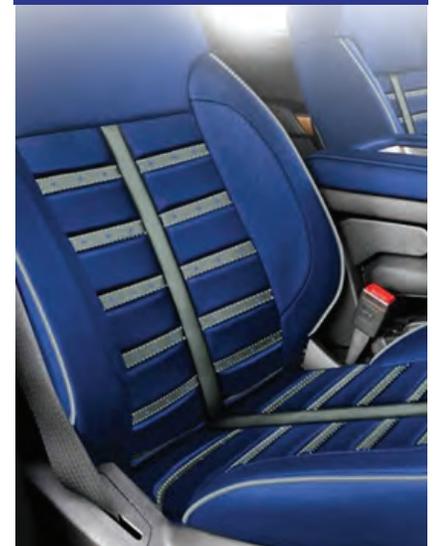
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## What's Happening With The "C8" Watch Now?



Here is the latest I have been able to find out on the C8 Watch. Let's talk about the 2021 production build year coming to an end, with a moving target date the last few months. Several reasons for this have been part shortages for the transmission, which created the delays. Others say that GM is keeping the real part

shortage under wraps, away from their competitors. This makes sense if GM is competing for the same parts as other carmakers in a global market. Don't tip your hand and let someone else buy up the parts you need.

Right now production will build into September and then the 2022 change over will begin. Some workers are planning to cut short their 2-week vacation to build more cars on backlog. Instead they are taking a long 4th of July weekend. So if you have been told your car is in the build sequence you will be getting it a few weeks later than promised. GM notified dealers the orders that have not reached "3000 build status" would not be built for 2021. What does this mean for you? GM may push those orders into the 2022 builds but more likely you will have to start over. Right now it is up in the air. If you start over the price goes up and lead-time goes out farther. Brink of Speed has a video that covers more details on the subject. <https://www.youtube.com/watch?v=fh4D27jMvTw>

Check out the Rick Corvette Conti video that talks about the 2022 production year online tools for options. <https://www.youtube.com/watch?v=E59pLHMwOHk>

On June 9, 2021 GM released their Visualizer online to see the 2022 Corvette. And on June 28, 2021 the PDF order guide was released online. There are few changes like paint colors available but you can see the codes for all build options.

On September 6 "Build your 2022 Corvette" goes live online.

Have you always wanted a C7r race car look-a-like but cannot get them. The 2022 C8r limited addition look-a-like option is going to be available for 1000 lucky Corvetters to buy soon. It has some of the same C7r looks but also the C8r look combined.

The color choices are Accelerate Yellow or Hypersonic Gray with Sky Cool Gray/Yellow Stripe interior, yellow calipers, Carbon Fiber High Wing Spoiler, C8r decals, and Z51 package. The yellow accents both inside and out make it a unique option. Check out this video from Speed Phenom with more details. <https://www.youtube.com/watch?v=1T0acrQOGoo>



Stay tuned for more to come on the latest C8 Watch.

*Geno Brickey*

## What's News ?

**Sandy & I** headed down to Famoso Raceway just north of Bakersfield for the annual March Meet vintage drag races. This year because of COVID, they were held in May. We left

San Jose on Tuesday, May 25<sup>th</sup> with **Sandy's** 1935 Plymouth (BUBBA) on the trailer towed by our vintage Bounder motorhome. She races in the "Hot Rod" class that includes cars running the quarter mile in as fast as 9 seconds.

She got a good number of time trial runs in and won her first round of eliminations on Saturday. Sunday morning was her second round and unfortunately, she lost even though she had a much better reaction time than the other person. Bub-

ba had been running consistent 12.3 second times all week but this time was a couple of tenths slower and she lost by a close margin.

We had a great time with our good friends in the Juggers Racing Team, many of whom were also competing in the various classes. Thanks to **Blair Barbour** who came down to support us and help with the ongoing party.



*Keith Mendia*



# Historian Review of 2018

The year is 2018 and Zora is on the way to Corvette Spectacular in his beautiful C1 Corvette with red interior. He has heard all kind of good things about the show and looks forward to seeing it in person.

The C7 Corvette is well established and rumors abound about a C8 mid-engine Corvette in the near future. The production year for the 2018 Vette was very short, running from 6/5/2017 – 1/28/2018. Only 9,686 Corvettes came out of Bowling Green in that period of which 78% were 8-speed automatics and 22% the 7-speed, rev-matching manuals. Arctic White was the most popular color (20.3%) followed by Black, Torch Red and Watkins Glen Metallic Grey. 39.3% were Stingrays followed by 31.8% Grand Sports and 28.9% ZO6's.

2018 was a year of economic uncertainty as the US was squaring off against China in trade wars and North Korea in nuclear armaments. California became the world's 5<sup>th</sup> largest economy surpassing the United Kingdom. Uber suspended their self-driving cars after a death in Arizona. Chasing women proved the end of 2 careers, Dr Larry Nasser, US Olympic gymnastics doctor got 175 years in prison and Bill Cosby, 81 years old, was found guilty in 3 cases of aggravated assault, netting him three 10-year jail terms. The Best Picture that year was "Green Book"

The world of sports had Austin Dillon winning the Daytona 500, Will Power winning the Indy 500, the underdog Philadelphia Eagles defeating the New England Patriots in the Super Bowl and the Red Sox trouncing the L A Dodgers 4 games to 1 in the World Series.

We lost some good friends in 2018: Aretha Franklin, George H.W. Bush and his wife, Barbara, Dan Gurney, Billy Graham, Clint Walker, John McCain, Burt Reynolds, Paul Allen & Willie McCovey. Sadly, we also lost 2 special members of Santa Clara Corvettes: **Terry Brownson** and **Georgianna "Bunny" McDonald**.

Our President in 2018 was **Stuart Calhoon** and this was his 3<sup>rd</sup> year in that position. Our Board also included: Vice-President **Jerry Banks**, Secretary **Liz Calhoon**, Treasurer **Shirley Martin**, Membership Director **Cliff Martin**, Social Directors **Ron Beck & Gary Leighton**, Competition Director Car Shows **David Johnston**, Motorsports Director **Malcolm Lawton** and Publication Director **Gary Linford**.

**Stuart** started the year off by appointing the following members as Appointed Officers: Historian **Keith Mendia**, WSCC Representative **Paul Petach**, Points Chair **Sandy Mendia**, Hospitality Chair **Cameron Brown**, Clubwear Chair **Shirley Svindal**, Goodwill Ambassador **Rob Lezama**, Webmaster **Andy Hoepfner** and NCM Ambassador **Buzz Marston**.

The first big Social event of the year was our SCC 2017 Awards Banquet which was held at Mariani's Inn & Restaurant in Santa Clara. They had become a favorite of the club for their spacious dining hall, great food & service and pricing. The room was very festive and we started the event with our slide show featuring the members and events

that made it such a great year. The big winners of the evening were:

- MOST PARTICIPATING WOMAN: SANDY MENDIA**
- MOST PARTICIPATING MAN: DAVID JOHNSTON**
- MOST COMPETITIVE WOMAN: MARY POZZI**
- MOST COMPETITIVE MAN: CHUCK VIVIAN**
- CORVETTER OF THE YEAR: RICK RICCARDI**

We had a tremendous calendar of Social Events thanks to our Social Directors **Ron & Gary** along with the many members who came forward to create and lead events as well. Here is a listing of most of the Social Events from 2018: New Year's Day run to Rocky Point, Super Bowl Party at the **Wilson's**, Anheuser Busch/Jelly Belly Tour, Specialty Sales Car Tour, Wine Tasting in Napa Valley(Sequoia Grove Winery), Castella diAmorosa Wine Tour, Abel Chevrolet Car show followed by dinner at the **Niehan's** Home, Warbirds & Wine Trip to Paso Robles, BBQ & Blues at R&W Vineyards (BBQ by Derek Abel and Blues/Bluegrass thanks to **David & Nicole Wilson**), Thursday Night Live Corvettes on Castro St. Mtn. View, SCC Night at San Jose Giants, Pool Party at **Andy and Scarlett's** Home, SCC annual Picnic at Hellyer Park, Reagan Library-Nethercutt Museum-Channel Islands Run, Continental Tire

Grand Prix Laguna Seca Corvette Corral, San Jose Classic Chevy Toy & Food Drive, Corvettes at the Ledson Winery Castle, San Jose Veterans Day Parade, Big Bike Build (we assembled 100 bikes for charity), Holiday Gift Exchange at Harry's Hofbrau. If all this wasn't enough, our Social Directors had TGIT's at least one per month at local establishments like La Paloma Restaurant, High 5 Pizza, Blue Pheasant, Pizza Chicago, Metro City and Lazy Dog Restaurants. **Rick Riccardi** also added to the fun by leading many RED-C car runs mid-week to the coast and other interesting areas. **Andy Hoepfner** and **Scarlett Reed** led a great tour to Germany from September 24 – October 7 that over 20 club members attended, featuring a day the Nurburgring (we got to ride along or drive!), and Oktoberfest in Munich.



**Continued Next Page**



## Historian Review of 2018 - Continued

On the competition side of things there were lots of changes blowing in the wind. **Malcolm Lawton** had 2 weekends of SCC autocross events lined up at

the Cow Palace, but an early meeting with them uncovered they were now requiring \$5 million worth of insurance AND an ambulance be on site. This drove the cost so high we had to cancel both weekends and try to get dates at the Marina Airport. We were successful in getting 2 weekends and a single day there and had a great turnout. The other venue used by WSCC clubs for autocross didn't fare any better. After a successful weekend of autocross in April at Solano College on their newly repaved parking lot, the sponsoring club was informed that all future autocross events there were cancelled. Those events were moved to Thunderhill Raceway near Willows, CA.

The car show scene was not much better. The effort to save the WSCC Type I car shows requiring at least 3 to be held for competition points to count, again hit a snag. Discovery Bay Corvette Club stated that they would hold the 3<sup>rd</sup> Type I show to meet that requirement then shortly after, rescinded that and made theirs a Type V show. The other 2 main clubs were forced to do the same thing (SCC & Diablo Valley Corvettes). This made our Spectacular show a non-competition event for the first time since its inception in 1975. The good news was, there were quite a few Type V car shows and some other fun ones including: Family & Friends, Vette Magic, Legends on Display, Hooters, IBEW, Mission Classic and even a few parades.

Corvette Spectacular was held on September 16<sup>th</sup>, for the 42<sup>nd</sup> consecutive year and once again in Los Altos, CA with the town closing off Main Street for the show. There was a lot of concern about how the show would go off, being a Type V for the first time. There was also more drama as 2 of the members who agreed to be the Chairs for the show backed out. **Roger Wiley** was the only man standing for a while until **Greg Selzer** and **David Johnston** stepped forward into that position to help save the day. The show wound up being a huge success generating about \$12K profit. It featured 9 Specialty Awards and a display of each of the 7 generations of Corvettes in line for the spectators to see the changes in the cars over the years. We had 2 Corvette race cars on display, Matcovitch Race Team's 1968 IMSA road racer and Pat Hendrix 1961 Corvette drag racer. We started each car at the lunch break and interviewed the drivers. A big display board was also created thanking the merchants and sponsors of the show. There were 164 Corvettes in attendance at this sell-out event.

There was no WSCC Convention held in 2018.

Our Membership Director, **Cliff Martin** reported that we started the year with 136 members but that number

gradually grew to where we ended the year with 210 members. A nice manageable number.

Our Treasurer, **Shirley Martin** worked closely with the Board to come up with a balanced budget with the uncertainty of Spectacular's success as a Type V event and the changes to our autocross venues. We started and ended the year with around \$30K in our account. More uncertain times seemed to be lying ahead.

First Class Glass continued to set the standard for club magazines/newsletters. **Gary Linford** produced beautiful editions. Most issues were 24 pages in length with many pages in color and all printed on high quality glossy paper. Member's cars were usually featured on the cover. **Greg Selzer** contributed a series of articles discussing the early beginnings of Corvette, troubles in the middle generations, the C2 Grand Sports, the mid-engine concepts, Zora Arkus Duntov and the 1990's ZR1. Some Historian articles covered the history and relocation of our ARCH, history of Corvettes pacing the INDY 500 and the history of our club's charity donations. There was a great article talking about **Andy & Scarlett's** Club Trip to Germany that year and also news of **Lou Marincovich's** first book "True North" which was published that year. The "What's News" section highlighted what members were doing.

The following businesses and organizations were sponsors or advertisers and helped us finance the many events of 2018: Momentum Chevrolet, Boardwalk Chevrolet, Abel Chevrolet, Capitol Chevrolet, Custom Alignment, Automotive Enterprise, **Ron Minearo** Coldwell-Banker, Hooked-on-Driving, Ron Fellows Performance Driving School, Campbell Auto Restoration, Orlandi Trailer, Century Stereo, Active Autobody, Skip's Tire, Frogs Boat & RV Storage, B&B Custom Design, Race Street Rally, IBEW #332, **Tom Kalivoda** Keller Williams, Carmel Mission Classic, AJ Professional Detailing, Deep Reflections.

2018 was a very fun, busy and successful year for Santa Clara Corvettes. Zora would be very proud of us.



*Keith Mendia - Historian*

# National Corvette Museum News



BOWLING GREEN, Ky. - As last year's introduction of a mid-engine Corvette attests, the story of America's best-known sports car is constantly evolving.

Now, leaders of Bowling Green's National Corvette Museum are looking to better tell that story through a planned expansion of the museum.

Announced by the museum's board of directors at last weekend's Michelin NCM Bash, the plan calls for a 30,000-square-foot addition to the museum, to be added next to its original entrance and extending into the truck parking lot.

A capital campaign has started to pay for the expansion, estimated to cost \$12 million, and museum leaders said construction will begin only when enough money has been raised.

"We've reached the point where we need more room," said Glenn Johnson, a Texas resident and chairman of the museum's board of directors. "We could get a loan and do it now, but we don't want to put the museum in more debt.

"We wanted to be prudent in how we went about it, so we decided to have a capital campaign. We're hoping that within one to five years to be able to start the expansion."

Plans for the addition are in the works, according to the museum's director of collections and curator, Derek Moore.

Moore said about 25,000 square feet of the expansion will be used for exhibit space, with the rest devoted to office space and a lounge for lifetime members that will be located on the second story.

"This expansion will give the museum the opportunity to tell more of Corvette's stories than ever before," Moore said. "When the museum opened, we were only in the fourth generation of the Corvette. Since then we have seen another four generations. This is our opportunity to ensure that the museum stays on pace with such a beloved automobile that makes history every day."

Moore pointed out that the museum, which opened in 1994, was expanded in 2009 with the primary addition being a conference center.

This planned expansion will allow the museum to display more of its collection of cars and artifacts, many of which are now stored in the nearby 8,000-square-foot former Fraternal Order of Police lodge that the museum purchased in 2019.

"Every museum always has artifacts and things in storage," Moore said. "Around 30% of our collection is on exhibit, with another 70% in storage. The idea is to rotate those through the museum."

Moore said he has been encouraged by the early "silent phase" of the capital campaign that raised \$1.6 million before the campaign began in earnest.

"I think it has been well-received by our membership," Moore said. "An expansion has been talked about for some time. It's the right thing to do for our members."

The growth of the nonprofit museum, which sits on a 55-acre campus, mirrors the growth of the adjoining for-profit NCM Motorsports Park.

Opened in 2014, the NCM Motorsports Park has a 3.15-mile track used by Corvette owners and others to drive or ride at high speeds around the winding course.

The park added a go-kart track in 2017 and now has room for more growth.

In 2019, the museum completed the purchase of 208.323 acres alongside the NCM Motorsports Park just off Interstate 65. The \$3,294,845 purchase gives the museum and the motorsports park a total of 430 acres.

At the time of the purchase, then-museum Executive Director Wendell Strode said there are many possibilities for using the land.

"We feel like there are long-term opportunities to incorporate motorsports-related activities and recreational activities," he said.

There's no timetable for expansion at the motorsports park, and Moore said the same is true for the museum.

"As fundraising develops, that will drive the timeline for the expansion," he said. "We'll move forward in a responsible and transparent manner."



An architect's rendering shows what a planned 30,000-square-foot addition to the National Corvette Museum will look like.



# Social Directors

## Cheryl Klynn & Linda Lariz



Hooray – it looks like freedom from masking and confinement is within our grasp. Thank you to all our SCC family and friends for bearing with us as we tried to keep our group informed and engaged through this very rough 16

months. We are back in action and are actively seeking adventures for you.

As you know, our first big meet up will be on July 25 at Hellyer Park, Buena Vista picnic area. This year will be a bit different. Due to budget constraints we will forego steak this year and return to a traditional backyard style American BBQ. Hamburgers, hot dogs and sausages with all the fix-in's. This picnic will be potluck style with you providing side dishes and desserts. (We are still being cautious, so no appetizers this year.) We are planning to have poker hands



and some other fun. Our guess is most of our time will be spent catching up with the friends we have missed for such a long time. Parks and Recreation requires that we serve you

so we will use a volunteer staff of servers (you) to feed our hungry masses.

We are asking that everyone bring their own plates/utensils/picnic supplies. This is a change from past picnics but who wants to eat off a soggy paper plate with plastic forks (not to

mention less waste)? Oh, and be sure to bring beverages of your choice. We will provide water.

By now you will have received an email blast with all details of the event. You can use the link in that message to sign up and pay on line. Super easy (thanks to **Alan Templeton** for setting this up for us). We are limited to 100 participants and must receive payment/reservations in advance to hold your space. No walk ins the day of.

Our TGIT on Thursday, June 10 was good fun. We were surprised and delighted to have our long-distance friends from P-Town, **Stuart** and **Liz Calhoon** join us. Lots of laughs and catching up on their new life across the country.

We are hoping that in July we will start having face to face (really!!) TGITs. Our first TGIT will be July 15 and will be a Zoom meeting (hopefully our last Zoom TGIT). We are exercising an abundance of caution and will plan to have our first live TGIT on July 29 after the annual picnic. It will probably be at our hosts from 2020, Casa Lupe. We'll keep you informed as soon as we have more details for this event. Keep in mind, this puts us back to having a designated driver and wearing pants, no more meetings in your PJs!

We are in contact with David Kreutzinger regarding our long postponed tour of the Nike Missile Site in the Marin Headlands. Hopefully we will make this happen mid-to late August. Details forthcoming soon.

As always, we welcome suggestions for events. If you'd like to plan and execute an event we will be delighted to help in any way possible. Email either of us with your ideas.

In the meantime, stay healthy, stay happy and we'll be together in person soon.

*Cheryl & Linda Social Directors.*

## Nevada Open Road Challenge - NORC May 2021

**Helen Landis (DVC) & Mim Petersen (SCC) – Team Adrenaline Junkies Member**

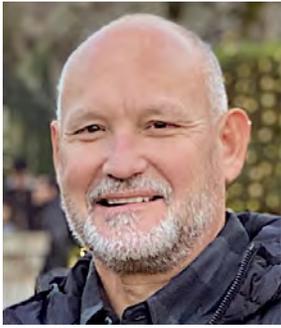
Finally, after over one year of waiting we were able to run in Nevada again! Thanks, COVID-19!

This year marks the 31<sup>st</sup> running of the Silver State Classic Challenge. SSCC events are based on time, speed, and distance. Classes begin at 95 mph, and increase in 5 mph increments up through the 160 mph class, also 170 mph and 180 mph classes, plus an Unlimited top speed class. Vehicles start one at a time, in one-minute intervals against a GPS timing clock, and attempt to break the beam at the finish line as close as possible to their speed class target time. First, Second and Third place trophies are awarded to the Driver and Navigator/Co-driver in each class, based on the most accurate elapsed time targets, as measured by SSCC timing equipment. Trophies are also awarded to drivers of the companion One-Mile and Half-Mile Shootout events,

both held on race weekend in conjunction with the Open Road Racing events. Also, there is the Hand Timer Award – team closest to their time using only hand timing devices (stopwatches and course notes) – no electronic GPS, computers, elapsed timers, cell phones, etc.). Now, think of all the fun you can have.

The Silver State Classic Challenge spring version of the race was recently held May 16, 2021 just outside of Ely, Nevada. The race is held on the 3<sup>rd</sup> Sunday of May and is called the Nevada Open Road Challenge (NORC). This is a “timed” event. You are racing against the clock. Your objective is to be as close to your target time AND speed as possible. Winning times are sometimes separated by less than 1/1000<sup>th</sup> of a second. There are race parameters. As an example, **Mim Petersen**, (Santa Clara Corvettes) and I run in the 125 mph class. We are supposed to average 125 miles per hour for the entire course.

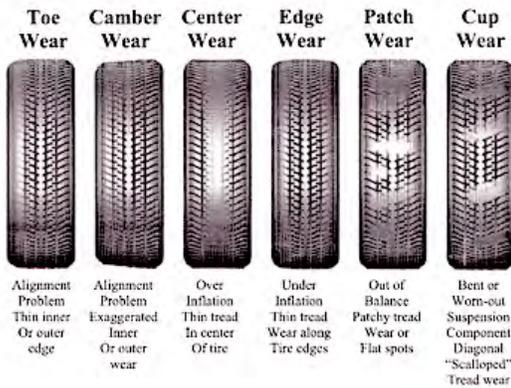
**Continued on Page 19**



# Mark Koller: Competition: Car Show

With a current shortage and at a cost of over \$540 for a single OEM rear tire for a C7 Grand Sport, proper tire care and wear is an important consideration. Tire care begins with regularly inspection of your tires. This will not only improve the ride and response of your car but will add to the overall life of your tires. However, knowing what to look for and understanding

what you see is as important as taking the time to do it. Along with maintaining proper tire pressure and obvious signs of concern, like a nail in the tread or cut/bulge in the side-wall, there



are other signs to consider.

If your tires wear evenly across the entire tread, things are looking good. However, if you notice one of the five most common wear issues, there is room for concern and may require adjustments or potential repair.

**#1: Center Wear:** Indicated by excessive wear or baldness along the center of the tire tread. Center Wear is caused by overinflation of the tires. This can also be seen on otherwise properly inflated tires when driving in excessive heat (e.g. crossing the desert in the summer months, or tracking your car). As the temperatures rise the pressure in your tire increases and results in overinflated tires. Excess travel in such conditions can increase wear to the center of the tire.



**#2 Edge Wear:** Indicated by excessive wear or baldness on the outer edges/shoulders of the tire. Edge Wear is caused by underinflation of the tires. When underinflated the shoulders or outer edges bear most of the

contact with the ground and wear more quickly.

Fortunately, both Center Wear and Edge Wear can be corrected or prevented by regularly monitoring your tires' pressure and insuring they stay within the **vehicle's** manufac-

ture's limitations, (Not the **tire's** sidewall recommendations). Proper tire pressure numbers are most commonly found on a sticker/plate located on the driver's door jam of most modern cars and/or in the vehicle's owner's manual.

**#3 Toe Wear/Camber Wear:** Indicated by excessive wear or baldness to the inner or outer edge of the tire. Toe/Camber Wear Indicates a wheel alignment issue. Common among competitive cars purposefully adjusted for positive or negative camber. Can also be caused by vehicle wear and/or poor road conditions and requires general maintenance/re-alignment of the effected wheel(s).

**#4 Patch Wear:** Indicated by irregular wear patches or baldness on the tire tread. Patch Wear indicates wheel(s) are out of balance. The continued bumping/hopping of the tire on the ground while spinning creates irregular wear patches. This can also be felt as a vibration through the steering wheel. Correcting Patch Wear will require your wheels/tires be rebalanced or rotated.

**#5 Cup Wear:** Indicated by irregular diagonal (scalloped) wear patterns on the tread. Cup Wear is a sign of bent or worn-out shocks/suspension components. Correction will require replacement or maintenance of the vehicle's suspension components.

Most tire wear irregularities are noticeable over a period of time and require continued inspection. However, be mindful that lengthy road trips may cause or exacerbate these issues. Given the extended mileage driven over short periods of time, these symptoms will be exaggerated. As an example, at some point during my most recent two-week 3k+ mile road trip, my corvette suffered an alignment issue specific to the left rear wheel.



Once I arrived home and cleaned my car, I discovered an extreme case of Toe Wear on the inner portion of that tire. Thankfully, I had made it home. Unfortunately, I did not notice it sooner, hence my intimate awareness of the shortage and cost of a new set of rear OEM tires for a C7 Grand Sport. Hopefully these tips will save you from experiencing the same lesson.

**Don't Forget: Vette Magic - NCCA/WSCC Type V Corvette Car Show - Black Hawk Plaza - Sunday, Aug. 08; 8AM - 3PM. No Pre-Registration - Registration on site. \$30.00**

Mark



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Thunderhill Raceway

We cannot go above 140 mph or travel at sustained speed below 95 mph without being disqualified. There are several other ways to be disqualified – just suffice to say – don't be stupid on the road.

About three years ago the NORC race format was changed to a 2-way event, a Southbound leg and a Northbound leg. To add to the challenge, the Southbound leg is 61.38 miles and the Northbound leg is 61.19 miles. If you have a qualified navigator - you can have them co-drive! One driver will tackle the Southbound leg, while the other driver navigates, then you switch drivers for the return Northbound leg. There are other games within the race to play: The Checkpoint Challenge – How close to the exact time are you at specific points of the course – these times are cumulative.

Friday, Tech Inspection is in full swing. Teams of inspectors will check your car to be sure you have the required safety features for your competition class. They also check to see if your car appears to be in top-notch condition. Are your race stickers affixed to the car? Fire extinguisher secured, good tire condition, metal tire valve covers, no play in the suspension, battery secure, no fluid leaks, properly installed (approved) seat belts. Do you have a collapsible clipboard if you are using one; is your camera securely mounted? Also, your driving gear will be checked – do you have an approved helmet, gloves, appropriate shoes, head sock (if required), and proper driving attire for your class. Have you completed and signed all the Self Tech sheets? If you get past all of these hurdles, you pass inspection and get your Tech Sticker; if not, hopefully what you don't have, you left in your hotel room, or a helpful racer has what you need and will loan it, or that Ely or, Heaven Forbid – Salt Lake City has it. If not, you may be off to Las Vegas or ?????! You will have to be re-inspected at the Car Show on Saturday with your newly acquired equipment.

The Parade of Cars through downtown Ely is Friday at 5:30; everyone lines up at the High School. Usually there is a line of kids that want to get rides in the cars during the parade (not this year, unfortunately). The parade is lead by the winning team from the previous race – quite an honor. All the other cars jostle for position. It is really impressive to have 90 to 100 cars cruise through the downtown. Lots of Ely residents and kids come out and line the street to see the cars and hear the engines roar – no burn outs, however (grounds for a ticket and possible disqualification – see, I told you, many ways to get DQ'd).

After the parade, there is a Meet and Greet for all the racers and crews. There is strategy being discussed and some rivalries re-charged. You then have yet another choice to make – Do you wish to attempt to win the coveted Hooker's Choice Award at the Stardust Ranch? The girls will come out and inspect your vehicle and choose their favorite ride. Remember, votes can be "paid for". If your car is selected, you get a trophy and – I don't know what else, but don't tell your spouse. **Mim** and I would not know about that, as we have never actually attended the Hooker's Choice Car Show. We did have one all-female team win the award a couple years ago – you never know! What happens in Ely stays in Ely!

Saturday morning dawns early. The mandatory Car Show on the football field starts at 9:00. Cars are displayed until 1:00 or so. The Lion's Club has their pancake breakfast – not to be missed! Music, people visiting, and the final formation of teams competing happen this morning. The weather this year was absolutely perfect. 65 -70 degrees during the day, mid to high 40's at night. DRY – NO RAIN or SNOW!!!!

Mandatory Meetings start at 4:00 pm, including a mandatory Rookie Navigator / Co-Driver Workshop. There they go over what to expect on the course. Some helpful hints are given about navigating the course and secret course notes are distributed – to be used at your own risk. The MANDATORY Driver's Meeting starts at 5:30 pm (no show at this meeting – no go in the morning). The rules of the road are explained and guidance for parking at Pre-Grid, and Grid is explained in detail. Also, instruction about the turnaround in Hiko is spelled out. By 7:00 – 7:30 pm, you are dismissed to try to relax, get some dinner (if you can eat), go back over your course notes, make any final alterations to your cars, seat belts, tape water bottles to your harness bar, make sure all your gear is ready to go. BECAUSE 4:30 am is going to come really, REALLY, fast!

The Caravan of cars leaves Broadbent Park at 6:00 am headed to Lane's Truck Stop for Pre-Grid. There you wait for the faster cars to get under way. The race starts with the Unlimited Cars going out first, next, cars in the 180 MPH class, 170 MPH class, 160 MPH class, 155 MPH Class, working down to the 95 MPH class. Once you leave Pre-Grid, you will drive through the town of Lund (at the posted speed limit – yet another way to get DQ'd if you are caught exceeding the speed limit and ticketed). About 10 miles from Lane's you will find the Sheriff at the cattle crossing and gate – enforcing the closure of Highway 318 – where we will be racing in a few minutes! Go another 20 or so miles, and you arrive at the Grid. Park along the side of the road and patiently wait for the start of the race.

The race starts at 8:00 am. The fastest cars are out first – wait, wait, wait. OMG it's time for us to go! Struggle to get your driving suit adjusted, head sock on, HANS attached to your helmet, chatterbox in your helmet, gloves on. CRAP, now you can't fasten the seat belts OR close the car door! Everything adjusted the way you want it. Not so fast! Now for Cabin Check – do you have anything in the car you are not supposed to have? Window cleaner in a can? Trash? Anything that may hurt you if you go off the road??? Out it goes. Oh, and your comfy seat belts – forget that – they are tightened up snugger than you ever thought you needed. SAFETY FIRST! Next up usually is the tire check – you have four people stationed – one at each tire, you roll slowly and they inspect every inch of your tire. When all is clear, you proceed to the start and wait for your signal to GO!

The Southbound leg of the race is most familiar to us, as we have driven that direction on previous Silver State Classic Challenges. This is the race in September – 90 miles (one way). Mim is the driver for the southbound leg. I have the naviguesser duties. At the top of the minute, you hope you have started both the stopwatches and you are off!

**Continued Next Page**

# Nevada Open Road Challenge - NORC May 2021 Continue

Mim works the car up to 130 MPH and begins to make up the time lost from the standing start and to start banking time we will lose going through the “Narrows”, a 2-mile long, snaking canyon with drop offs on both sides at about the 40-mile mark. After a while, she settles back to our 125 MPH target speed. We make it through the Narrows and it looks like we are 7 seconds slow. We have 17 miles to make that up. 17 miles of downhill and slight turns. 5 miles to go – we are about 2 seconds slow; 3 miles to go – about 3 seconds slow; 2 miles to go – right on time; ½ mile to go – slow again – only off a little – punch it! Here comes the finish! The countdown stopwatch goes to zero, then we cross the finish line – I think we are about .5 second off. Of course, I did not stop the countdown stopwatch – that would have really helped us.

Ok, now we breath, loosen up the seat belts, take off our gloves, try to get the helmets off, and head to Ash Springs to get fuel for the Vette. We have just under ½ tank – don’t want to run out on our way back to Ely.

After fueling up, we head to the northbound leg start and wait. Re-set all the seat belts for driver/navigator switch, get all your gear back on, and get ready to go again. Wait, wait, WAIT... You are given the signal to head toward race grid – get ready! Wait, seat belts tightened again, breath, wait, get ready, set, top of the minute and here you go!!

This time, I am driving – Mim, expert navigator, is directing us. As we believe we are ½ second slow on the southbound leg, I need to make up that time on the northbound leg –

lucky me – I have the shorter leg, mileage wise, but get to go faster to make up the time, woo hoo!

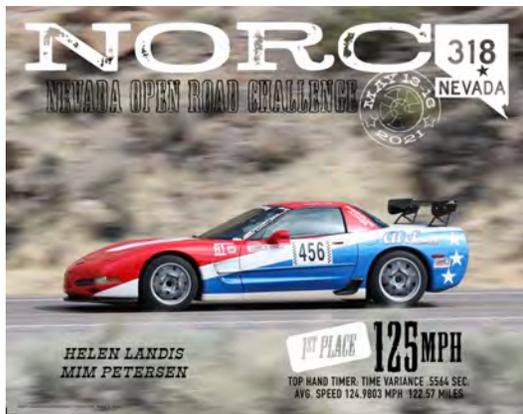
I get us up to 135 – 140 mph before we get to the “Narrows”. I will slow down to travel through the canyon and I plan to lose about 20-30 seconds. Mim guides up through the course and I settle back to 125 mph (give or take a couple mph). The last 3 miles of the course, we are looking pretty good for time. Where is the finish line? Is it that blue thing up ahead? - No that is an outhouse – don’t lift! Go for it – cross the finish line – Mim says we are about ½ second fast. Right where we should be! We will have to wait until the awards banquet for our final times.

All the team cars finished safely and the Rookies are initiated. Everyone heads back to Ely for some lunch and a nap.

The awards banquet finally starts. Dinner and conversation were just a time filler until the final “Preliminary” results were announced.

**Mim Petersen and Helen Landis – 1<sup>st</sup> place 125 MPH Class – Overall Time Variance: .5564 seconds – Average Speed: 124.9803 MPH 1<sup>st</sup> Place winners in each speed class also receive an Optima Battery Certificate along with the 1<sup>st</sup> place plaque. Mim and I also won the Top Hand Timer Award (a cool garage clock that looks like a tire) – Not too bad for a couple of GIRLS!**

*Helen Landis - WSCC Competition Director*



## Fun Facts for 125 MPH Class:

- At 125 mph you travel 1 mile in 28.8 seconds
- Perfect time for Southbound Leg – 61.380 miles = 29 minutes 27.744 seconds **(We were actually 1.3255 seconds slow)**
- Perfect Time for Northbound Leg – 61.190 miles = 29 minutes 27.272 seconds. **(We were actually .7691 seconds fast)**
- Total Miles for BOTH legs = 122.570 miles total; total time = 58 minutes, 55.016 seconds
- Two different drivers; two navigators; two different distances - off by .5564 from perfect
- We missed our mark by 101.98 feet over 122.570 miles
- If your Actual Time is Larger than your target Time – you are going too slow – GO FASTER**
- If your Actual Time is smaller than your target Time – you are going too fast – SLOW DOWN**



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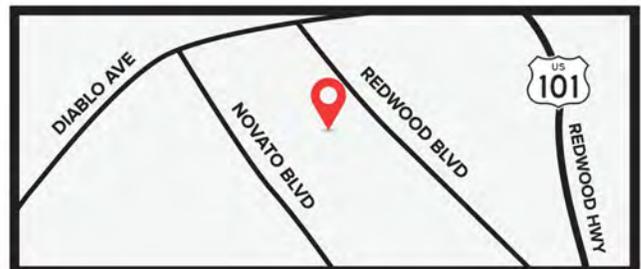
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## FIRST CLASS GLASS

The monthly publication of the Santa Clara Corvettes club Incorporated in 1975

Mailing Address:

**Santa Clara Corvettes**

P.O. Box 2634

Santa Clara, CA 95055-2634

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### Appointed Positions

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**Social Media: Mike Mak**  
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**Club Wear Chair: Jan Minearo**  
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**Goodwill Ambassador: Shirley Svindal**  
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**Corvette Spectacular Chairs:**  
**David Wilson:** 408-464-4444  
**Nicole Wilson:** [Nicole121wilson@gmail.com](mailto:Nicole121wilson@gmail.com)

# SCC Upcoming Events!

## July 2021

Sun	Mon	Tue	Wed	Thur	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

## August 2021

Sun	Mon	Tue	Wed	Thur	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				

- 2 World UFO Day
- 4 Independence Day
- 7 Social at 6:30pm and Business Meeting at 7:00 pm
- 11 Idol Beer Works Vette Fest & Caravan
- 15 TGIT Zoom 5-7 pm
- 21 National Hot Dog Day
- 22 WSCC General Business Meeting 6:30 - 8 PM (Zoom)
- 23 National Vanilla Ice Cream Day
- 25 SCC Annual Picnic at Hellyer Park
- 27 San Jose Giants Tailgate & Game
- 28 Board Meeting at 6:30 pm

- 4 Social at 6:30pm and Business Meeting at 7:00 pm
- 8 Car Show, Vette Magic 45 at Black Hawk
- 13 Nike Missile Site SF-51
- 21 Auto-X at The Cow Palace (Tentative)
- 22 Auto-X at The Cow Palace (Tentative)
- 25 Board Meeting at 6:30 pm

\*Some dates may be added after this goes to press so always check the [sccorvettes.org](http://sccorvettes.org) website for the most current information.

## July Birthdays

- 2 Frank Gibeau
- 6 Wayne Dorsey
- 7 Dalia Rimando
- 9 Daniel Niehans
- 11 Joyce Feimer
- 12 Kathleen Brandin
- 12 Nancie Kalavoda
- 14 Brenda Leonard
- 14 Jim Bailey
- 14 Joan McGee
- 18 Jeanne Corrinne
- 18 Thomas McGee
- 20 Christy Marquez
- 22 Mike Mak
- 22 Romulo Rimando
- 23 Nancy Linford
- 29 Bill Clark
- 29 Jim Bella



Happy Fourth of July

## July Anniversaries

- 2003 David Johnston
- 2003 Mitzi Johnston
- 2004 David Wilson
- 2010 Debbie Hutchings
- 2013 Maxine Wiley
- 2013 Roger Wiley
- 2014 Jaye Eriksen
- 2018 Tom Halcin
- 2019 Mark Koller
- 2019 Stephanie Koller

P.O. Box 2634  
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To:



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## Cars & Coffee Hosted by: TPS MotorSports. June 13, 2021

**Santa Clara Corvettes' attendees:** Jerry and Lois Banks, Geno Brickey, Wayne Dorsey, Al Fuerniss, Scott Fuerniss, Ken Jacksteit, Cynthia and David Jacobson, David Johnston, Mike Mak, Cliff Martin, Eric Marquez, Chris & Mim Petersen, Greg Selzer, Alan Templeton, Chuck Vivian, John Warner, Roger Wiley



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 inter-