



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9, 1957

Volume 6, Number 5

Marie Hoy, Editor

June, 1963

PRESIDENT

John Zeh

THE PRESIDENT CORNERED

VICE PRESIDENT

Paul Beshgetoorian

Competition and sociability go hand in hand . . . and there is no more sociable group then our present autocross enthusiasts. The NCCA will be host to all "Corvanna Championship Point Holders" for a party on the eve of the Le Mans Corvanna. The El Rancho Motel in Santa Rosa is bracing itself for the BLAST June 22.

RECORDING SECRETARY

LaVerne Craven

The autocross crowd will have a ball swapping lies over cocktails before dinner and a chance to dance with their competitor's girl after dinner. The banquet room will have a private bar for us. A section of the huge 75 unit motel is reserved and no driving will be necessary before "turning in".

TREASURER

Jack Irasmith

Guests of honor will be some Southern California drivers who will be here for a taste of our Northern California style autocrosses. (They call theirs slaloms, traloms and time trials).

BOARD OF DIRECTORS

Dudley Combs, Chairman

Gary Carlen

John Coyle

Ronald Craven

Elwin 'Woody' Wood

Ahhh . . . the next morning after! To Cotati Raceways just 8 miles away, and some pleasant and exciting surprises concocted for us by Chairman O'Shea and his crew. Every driver is entitled to a ration of aspirin at the registration desk.

The trophy presentation will be at the El Rancho after the Corvanna. (With a very pretty girl making the presentation to the 'hero drivers').

This is the first time for all autocross enthusiasts to be together for a party . . . and we are sure this will be a memorable one! See you there.

John Zeh

CLEAR LAKE HILLCLIMB

May 25 & 26

A sports car hillclimb is an infrequent event; but an exciting one for the drivers. It can be the most dangerous sort of competition you can enter.

Marin GT staged their first open one amid many 'snafus'. Entries were limited to the first 125, first come - first serve. No attempt was made to screen the drivers. A hillclimb being no place for beginners this was a serious error. The beginner is usually prone to make many mistakes . . . and there is practically no room for mistakes on the hill.

The 125 drivers paid their \$7.50 each for a promised 4 runs at the hill - 2 practice on Saturday and 2 for record on Sunday. Many only got 3 runs because of delays forced on the Club by the residents at the upper end of the course road. The local Chamber of Commerce backed by the County Supervisor was sponsoring the affair, had promised the road would be closed for the event. The CHP was not 'clued in' and caused more delays before they were convinced all was legal.

The course is a shade over a mile long - smooth asphalt. From the start to the first turn that requires braking is a run of nearly a half mile with only barely noticeable up-grade. The more powerful cars topped 100 MPH here. Turn 1, a sneaky "S" bend, was the scene of three crashes one which resulted in serious injuries. The road from there to the finish line is a tortuous trail of climbing switch-back turns.

Saturday practice saw some fierce machinery in the line-up. Three Ferraris - a California Convertible, a GT Coupe and a Testa Rosa-Corvette. A 26 year old Cadillac sedan with '57 Packard engine (of Georgetown Hillclimb fame), an Aston-Martin factory

built competition Roadster, an AC/Cobra, a Formula Junior and of all things a Midget Racer.

When the smoke had cleared the best practice time had been turned by Danno Raffeto of Placerville in his (ex-Red Faris) Ferrari-Corvette. Jerry Green from Richmond in his Cobra tied for second best practice with a certain red Sting Ray. It appeared that the rest of the fierce looking machinery failed to present a threat; but another day was dawning and the real contest - for the Gold.

After considerable partying Saturday night at the Resort the drivers appeared at the course Sunday Morning somewhat bleary-eyed. Jerry Green scorched up the course in his Cobra early in the day and set a 'time' for every one to shoot at. The Ferrari-Corvette with Danno at the helm came within a second of Jerry's record. Ed O'Shea in his Corvette placed third overall and second in class A. The A class Ferrari contingent never came up to expectations.

One of the best things about this event was the awards received by the lucky winners. HUGE trophies thru 3rd in each class and attractive wall plaques for 4th & 5th. Event Master Gene Babow made the presentations at the South Seas. Gene was his usual jovial self in spite of all he had been through over the weekend.

It is easier to criticize than to do the job yourself . . . and we think this hillclimb was a real FUN weekend one we will remember for a long time.

John Zeh

Publicity

By Sig Zeh

San Francisco Examiner - Wed. April 24
Checkered Flag

By Jerry Diamond

It's becoming apparent the Northern California Corvette Association perpetual trophy was designed for the vanity of NCCA. The local Corvette group is headed toward locking-up the bit of hardware early this year.

Sunday at Alameda County Fairgrounds NCCA grabbed its third win in four championship autocross outings. Once again it was the team of Gary Carlen, Ed O'Shea, Dudley Combs and Terry Weygandt that did the job.

The fearsome foursome wrapped up the team trophy with an average time of 1:19.58 minutes at the Porsche Club of America's "Gegen Die Uhr - 1" meet. Amazing part of the team effort was that all four drivers broke the clock within .8 seconds of each other.

Porsche Club officials reported the event was the largest ever sponsored by the Stuttgart group.

Hayward Review - Wed. May 22
Berkeley Gazette - Thur. May 23
Turn One

By Al Auger

Between the Northern California Corvette Association and the Petit Prix of Hayward, the NCCA Team Challenge perpetual award has become a two-way battle for prominence. The award is offered at each Council Championship event to be competed for by a team of 4 to 6 drivers from Council clubs. It will be formally awarded at the Council Awards Dinner next January to the team winning it the most.

So far, the NCCA has won the team competition five out of the seven it has been offered. Always second was Petit Prix. When Petit was first, NCCA was

Turn One, cont'd

second. Each club has become so schooled in team spirit, that they each have a "second" team to back them up.

It could be safely said that the aforementioned group of leadfoots are the fastest collection of manhood in one area.

It looks like a walk-away at this point for the Corvette team, but there's many a slip between the throttle and the brake. Pylons or haybales, usually.

The next championship event will be on Memorial Day, May 30, by Continentals SCC, the "8th Annual Spring Festival Autocross" at the G.E.M. parking lot, 1717 N 1st St., San Jose

Sports Car Views - May 29th Issue

Pyloneaters

By Max Maximovich

TWIN VALLEY - PETIT PRIX AUTOX

It's funny how easily we drivers get spoiled. Two good autocrosses, both championship events, were held this weekend, and you could hear the complaints fly. The bone of contention seemed to be a set of sharp chicanes in each. A year ago, this was the rule in an event, rather than the exception. Both sets of chicanes had enough room to slide around. True, you couldn't get into a four wheel drift, but what the heck, let's have a little variety in our courses.

Twin Valley SCC staged the first event on Saturday. It was run nicely, with an interesting course. The big challenge was a set of tight S bends, and most of the old timers who haven't forgotten how to drive enjoyed their ride. It looked like Mike Tsirlis had TTOD in the bag when out came a storming blue Porsche, and . . . you guessed it. Chuck Pistante was giving it another try, and came away with TTOD.

Sunday saw a combined Petit Prix-

Pyloneaters, cont'd

Square Wheel TS championship event. Things ran very smoothly and most of us had fun. Here again the tricky set of chicanes drew much criticism. Now I admit that I personally enjoy a faster course more, but it's all part of the autocross game. Neither these chicanes or the ones on the previous event could be called excessively tight by last years standards, but we're getting spoiled by the fast, open events that seem so popular this year. I didn't stick it out to the bitter end, but it looked like Daryle Hall, doing a beautiful job in his Porsche, was the odds on favorite for TTOD. He had just edged Mike Tsirlis for TTOD honors by .001 minutes. Chuck Pistante was present, and probably went a shade faster, but this would not be official, as he belongs to Petit Prix. It would count in the Team Challenge.

(SPORTS CAR VIEWS EDS NOTE) Top Time of Day was won by one of the last cars to run. Dudley Combs took the award in his Sting Ray Corvette. This is the first time that a Sting Ray has taken TTOD in Northern California Auto-crossing.

As far as team challenge goes, NCCA won on Saturday and Sunday boosting their lead over Petit Prix to 5 to 2, with everyone else "also running".

The big high speed events at Cotati should be all NCCA, so Petit Prix really has its work cut out for it if it expects to beat the home team.

Thank you Mr. Diamond, Mr. Auger, Mr. Maximovich and Mrs. Mathes.

Publicity, cont'd

We also wish to thank the following who have given us publicity on the air:

Mr. Brent Stockwell

"Sports Car News"

Fridays - 4:35 PM - KCBS - 740 kc

Saturdays - 9:15 AM - KCBS - 740 kc

Mr. Dick Metcalfe

"Lets Go Racing"

Fridays - 7:30 PM - KWUN - 1480 kc

Mondays - 5:15 PM - KWUN - 1480 kc

Mr. Al Collins

"Variety"

Monday through Friday - 7 - 8:30 A.M -
Channel 7

Monday through Saturday - 9 AM -Noon -
KSFO 560 kc

For you members in the Fremont Area -
Watch for "WHEEL SPORT" by
Harriet Gittings in the News Register on
Thursdays.

APOLOGIES

Popular Sports Car Journalist and Driver, John F. Kelly Jr. was the writer of the article reprinted from Today's Motor Sports and inserted in the May Kaleidoscope. We apologize to John for our neglect to include his by-line. (John won the Class E Corvanna Championship in 1962 with his Austin Healy LeMans).

THE WINNERS' CIRCLE

Sunday May 12 - SCCA Cotati
Divisional Championship Races

- Class A
2. PAUL REINHART
Class B
2. PAUL LIPKIN
3. RON CRAVEN

- Sunday May 12 - "Tecate Mexico
Autocross" by La Jolla SCC
1. overall - WALTER CLEMENS (SCCA)
driving a Devin Corvette Sp. 2:24.2
2. overall - LEONARD CUNNINGHAM
(San Diego Corvette Club) driving a
Sting Ray 2:26.6
3. overall - 2nd. Class D
DUDLEY COMBS 2:28.0

- Sunday May 12 - "1st Annual Auto
Cross-up" by Corvettes of Monterey
Top Time of Day (also first in Modified)
TERRY WEYGANDT 1:36.22
Class D
1. GARY CARLEN 1:37.59
2. MAX GUMM 1:37.77
Class E
2. JIM SMITH 1:40.71
Class J
1. BARBARA GUMM 1:43.84
2. VERA CARLEN 1:44.12

- Saturday May 18 - "Roadrunner 111"
by Twin Valley SCC
Top Time of Day - Porsche - Petit Prix SCC
CHARLES PISTANTE 82.44
Modified Class
1. TERRY WEYGANDT 85.61
3. JOHN HAYNES 89.02
Class D
1. MIKE TSIRLIS 82.96
2. ED O'SHEA 84.49
3. GARY CARLEN 84.98
Top Time for Ladies (also first in J)
VERA CARLEN 88.22
2. MARILYN O'SHEA 94.08

Sunday May 19 - "Turn 11" by
Petit Prix SCC + Square Wheel
Top Time of Day (also first in D)

- DUDLEY COMBS 1.258
Class D
2. MIKE TSIRLIS 1.260
3. ED O'SHEA 1.293

- Modified Class
1. TERRY WEYGANDT 1.272
3. JOHN HAYNES 1.356

- Class J
2. VERA CARLEN 1.347
3. BOBBIE GUMM 1.356

Sunday May 26 - "Clear Lake Hill
Climb" by Marin GT
Top Time of Day (also first in A)
JERRY GREEN - (Red Liners SCC president
driving a Cobra 1.139

- Class A
2. ED O'SHEA 1.152
3. JOHNNY ZEH 1.162
4. ERNIE GRABSTEIN 1.209
5. CEDRIC CARLEN 1.210

- Class B
1. GARY CARLEN 1.177
3. PHIL CRAMER 1.229
4. MAX GUMM 1.233
5. JIM SMITH 1.237

- Modified Class
2. TERRY WEYGANDT 1.185

- Top Time of Day (also first in J)
MARILYN O'SHEA 1.258
2. VERA CARLEN 1.275
3. CAROLE CARLEN 1.338

Thursday, May 30 - "8th Annual
Spring Festival by Continentals SCC
Top Time of Day (also first in D)

- JOHNNY ZEH 1:09.22
Class D
2. MIKE TSIRLIS 1:09.40
3. DUDLEY COMBS 1:10.02

- Modified Class
1. TERRY WEYGANDT 1:10.44
2. JOHN HAYNES 1:15.38

THE WINNERS' CIRCLE

Continental's Auto-x con't

Class E

1. JIM SMITH 1:12.14
 2. BILL ROEBER 1:13.91

CLASS J

3. BARBARA GUMM 1:15.48

NCCA won the CLUB PARTICIPATION TROPHY twice this month - Petit Prix SCC & Continentals SCC events.

Council Championship points for NCCA members, after the first five Championship Events:

Modified Class

TERRY WEYGANDT ----- 78
 JOHN HAYNES ----- 50
 GINGER HAYNES ----- 8

Class D

MIKE TSIRLIS ----- 76
 GARY CARLEN ----- 56
 ED O'SHEA ----- 50
 DUDLEY COMBS ----- 48
 MAX GUMM ----- 36
 NORM DAVIS ----- 18
 CEDRIC CARLEN ----- 14
 JOHN THOMAS ----- 2

Class E

JIM SMITH ----- 14
 BILL ROEBER ----- 8
 PHIL CRAMER ----- 4

Class J

BOBBIE GUMM ----- 62
 VERA CARLEN ----- 60
 MARILYN O'SHEA ----- 54
 CAROLE CARLEN ----- 2

After 6 Council Championship Events and 2 Corvannas - the following CLUB TEAMS have earned an engraving on the Team Trophy:

March 10 - NCCA - CARLEN, TSIRLIS, O'Shea and WEYGANDT

March 24 - Petit Prix SCC - TYLER ANDREWS, JAMES LEARD, JOHN REILLY AND JAMES LAPINE

Team Trophy con't

March 31 - NCCA - WEYGANDT, CARLEN, COMBS and O'SHEA

April 21 - NCCA - CARLEN, O'SHEA, COMBS and WEYGANDT

May 5 - Petit Prix SCC - BOB TUCKNOTT, JOHN BATEMAN, CHARLES PISTANTE and JIM LEARD

May 18 - NCCA - TSIRLIS, O'SHEA, CARLEN and WEYGANDT

May 19 - NCCA - COMBS, TSIRLIS, WEYGANDT and O'SHEA

May 30 - NCCA - ZEH, TSIRLIS, COMBS and WEYGANDT

Sports Car Views - May 15th Issue
 From the article on Cotati Races.

"Real sportsmanship showed up in the A, B, C, D race. BILL SHERWOOD who pilots a Sting Ray, managed to break a crank on Saturday. BILL is high placing in the Divisional championship point standings and by not running Sunday was giving up a good chance at an overall place for the end of the season. ANDY MONTEZ, a Novice, loaned BILL his Class A 1962 Corvette for the Sunday go. He went all the way back to Oakland, loaded it up on a trailer and came back to Cotati getting across the track just as the cars were pulling up for position at the grid. BILL got into this very unfamiliar car and finished 5th overall. If more people were like ANDY MONTEZ, and more drivers like SHERWOOD, we would have a lot more fun in racing."

MEMBERSHIP

By Jack Riis

ANOTHER EXCELLENT PROSPECTIVE Member is being presented this month he is;

MARTIN 'ANDY' ANDERSON
2353 Vestal Street Castro Valley
wife- Florence
'Andy' drives a 61 Maroon FI

More application are being processed but will not be published until a later date.

MEANTIME if you have a neighbor that gets dewy eyed every time you drive by his house in your 'bomb'--rub it in a little he may show up with his own plastic-pachaderm faster then you think.

OR, take him to a good exciting Autocross and if that doesn't do it forget it--- he's dead.

SPECIAL NOTE TO NEW MEMBERS-----

We're going to be looking for you at the Social June 22nd, here is your chance to see us as we really are and we appreciate the fact that we truly are only as good as our membership. See you there.

SOCIAL

By Ernie Grabstein

SATURDAY JUNE 22nd-
Corvanna Championship Point
Holders -dinner meeting to
be held at the El Rancho Motel
in Santa Rosa.

The banquet room has been reserved with our own private bar.

DINNER: \$3.25
COCKTAILS: certainly

Post cards will be mailed shortly regarding motel reservation information for this weekend.

Even if you are not a point holder- you just might get a kick out of this bash. DON'T MISS THIS ONE. However, the management does frown on you driving your Corvette into the Banquet room- so keep this in mind huh?

TUESDAY JULY 2nd- tentative plans are in the mill for this date since the General Motors Training Center is not available for our regular Business Meeting.

REMEMBER- be sure and look for the NCCA gang on the hill between turns one and two at Laguna Seca.....

KALEIDOSCOPE TROPHY TIME

This column is dedicated to four very hard working members who gave quite unselfishly of their knowledge and no little bit of time in order to make the first four issues of the KALEIDOSCOPE such a great success:

GARY CARLEN

DUDLEY COMBS

MIKE TSIRLIS

TERRY WEYGANDT

Your articles were read far and wide and I personally think you would be amazed at the interest that was shown. These series of articles was somewhat of a 'first! Not only do we salute you for your untiring efforts but for your unquestioned abilities.

GENTLEMEN-- WE THANK YOU-----

AHEM, Now- how about some volunteers for future publications.

Such as , "Why I Like Corvettes", "Impressions of my first Autocross" or "Why I Won't Let My Wife Drive My Corvette".

Any Volunteers?????????????????

BARGAIN TIME

FOR SALE- 61-62 Hardtop White with White interior

ALSO- 1963 Stingray Coupe 340 HP- 4 speed-Positraction Dark Blue :

Call John Coyte MI 3-3556

FOR SALE- Rupert Competition Seat Belt with special eye bolts and fittings for Corvette Black- Cost \$19.00 , new, still looks new-- asking \$12.50

Set of 4 pre-1963 Corvette Wheels (5 inch rims) Color: Silver (original finish)

Set of 4 1958 Corvette Wheel Covers

AND: Set of 4 1963 Stingray Wheel Covers, Latest design all bright chrome finish, new, have never been installed on wheels.

Will accept any reasonable offer on above items

Dudley Combs
732 Ames Ave, Palo Alto
Phone: DA 1-6798

P.S. Dudley is cleaning out his garage friends, won't you please help?

After all, how reasonable is a reasonable offer.

- - - - -
FOR SALE- White Tonneau Cover for 1961 or 1962 and middle seat cushion (a what?)
Make Offer- Joe Aboaf
MI 2-9061

EDITORIAL

OR, Fool Injection

In this age of men on their way to the moon (no- not in a Sting Ray) international tension and atomic submarines I've found it refreshing to see that there are still a few thousand people - who will still turn to the speedway for just plain ole American kicks.

Don't tell me each of you didn't place yourself somewhere on the starting grid when the cry "Gentlemen, Start Your Engines" went up over Indianapolis Speedway.

This was an outstanding example for all the world to view (unfortunately) in sportsmanship, or lack of it, however the case may be. It is a shame that the eyes of the world were focused on these problems that arose but it drives home nicely a point only on a much larger scale---- How do we look to the public at our events. Just picture for a moment if you will the Chronicle headlines the morning after a Cotati event.

Let us hope we would view it with nothing but pride.

Looks like the weather man has finally seen things our way. There is just no replacement for the anticipation of summer, races and Corvannas. Now, how about a few Fun Times. Remember, no event can be planned for members enjoyment and participation if you don't voice your preferences. It is no picnic to keep an organization like ours running smoothly in all phases. HELP OUR OFFICERS there isn't a one that won't welcome any ideas you have. (ahem within reason of course!) They aren't working for themselves they're putting in their time for all of us.

By the way, have you all noticed our gals are doing some pretty fancy driving in the womens classes- good work I say- believe me I'm with you in spirit- keep the grid warm 64' is coming.

Or, as they say in Indianapolis- "Back-To-The-Drawingboard".

"A. C. Story"

THERE WAS A YOUNG MAN WHO DID SAY
I'M GOING TO BUY A STING RAY

HIS WIFE SHE DID SHUDDER
AND RAN HOME TO MUDDER

SHE BOUGHT A COBRA TODAY.....

Marie