



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

VOLUME VI, NUMBER ONE

KAL-EI-DO-SCOPE: n. "A variegated changing pattern, scene, or the like." (Webster's New Collegiate Dictionary, 2nd edition)

What a "swinging" guy that ol' Webster must have been, too bad he's not living in the days of the Corvette.

Well, here we go again with another new year ahead of us. New Corvettes, new members, and new ideas about more fun all year long.

First on the agenda, I would like to thank all of you for selecting me as your new editor of the Kaleidoscope, and to pass a word of praise along the way to our outgoing editor, Shirley McCarroll who did such a wonderful job during 1961. I only hope I can cover her footsteps as well in arranging the news topics, scoops, etc., so if all the "clan" will file my address right now and send me your news items, articles of interest, gripes, notes, etc. etc. etc. (no obligation, of course), I'll do my leadfootingest best to put it all down in readable form for distribution to all. Bill Kendall, 2347 Barry Street, Napá, Calif.

I don't think I could put down in writing all of the nice things there are to say about our outgoing (club) officers, but one way I can think of expressing it would be for all of us to get behind the incoming officers for 1962 and prove that every year is just as good as the year before. 1961 President Jack Riis did a wonderful job of turning the gavel over to 1962 President Ron Craven. Ron has big plans in for us in 1962 and promises to make it an even bigger year than last--- if possible!!!!!! (Examples) autocrosses, winery tours, beach parties, dances, dinners, swimming parties, Winnemucca Five State Sport Car Rally, and get this - maybe a trip to the World's Fair in Seattle!! Remember, to get in on all this, DUES ARE DUE.

Enough of my chit-chat for now. Here is an article of interest to think about on these rainy days, while you are preparing your car for this summer's sun -

YOUR SEAT BELTS!

Some facts about crashes: The standards and specifications developed for seat belts requirements have been based primarily on the results of crash research conducted by several organizations. The Automotive Crash Injury Research of Cornell University in the past six years has "researched" 20,000 crashes in cooperation with the police and doctors of 22 safety-minded states. 714 of these crashes involved seat belt owners. Here are some answers to often-asked questions.

Q. IS IT TRUE THAT YOU ARE SAFER WITH SEAT BELTS?

A. Yes, you are! The Cornell study shows that you are 60% less likely to have an injury of any sort. Being thrown from your car is the big killer, and you are 50% less likely to be thrown out and killed if you wear your seat belt.

Q. SUPPOSE THE CAR CATCHES FIRE? CAN I GET OUT IN TIME?

A. Cornell finds that only two cars in every 1000 burn after accidents. But even if yours should, tests by Connecticut State Police show it only takes one second longer to get out of the car when you are wearing a seat belt.

Q. WHAT ABOUT ACCIDENTS AT MODERATE SPEED?

A. More than 50% of the accidents causing injury or death involve speeds of less than 40 mph. You should wear your seat belt whenever your car is moving. Three out of four traffic deaths occur within 25 miles of home.

Q. WILL I BE COMFORTABLE IN A SEAT BELT?

A. Tests show that seat belts prevent fatigue and reduce the muscular activity needed to maintain equilibrium. They prevent backaches by keeping you comfortably in the proper seating posture.

Now, if that hasn't held you in your seats for a couple of minutes, get this -

SEBRING 12 hour sports car race, Sebring, Florida.

With Saturday, March 24th the big day for the world's fastest racing cars, a Formula Junior Race on Friday, March 23rd, promising car racing fans a star-studded drivers field for a 25-lap, 130-mile race. Forty-six of these dynamic, single seated racing cars already notified the Automobile Racing Club of Florida of their intent to participate in this 130-mile race, the largest field of Formula Juniors to catch the green flag in any face in the United States. Twenty-five laps over the famous Sebring 5.2 mile circuit, a snarling pack of highly tuned Formula Juniors, as preview to the internationally famous TWELVE HOUR ENDURANCE RACE for the Alitalia Cup, starting at 10:00 A.M. Saturday, March 24th, 1962.

For advance ticket sales, write ARCF, Box 71, Sebring, Florida.

Anybody heard about this yet?

On June 24th and 25th, 1961, the newly organized National Council of Corvette Clubs convened in St. Louis, Missouri. A progress report of the Activities Committee is submitted herewith:

A class system has been adopted for speed events. There will be four classes based upon the total point value of the equipment and/or stage of tune of the entry. Corvettes within the indicated point range will run in the following classes: "A" - 0 to 19, "B" - 20 to 34, "C" - 35 to 49, "D" - 50 and over. The point values are as follows:

1. Engine	pts.	2. Axle Ratio & Trans	pts.
6 cylinder	0	any Powerglide	0
8 cylinder	4	under 3.70	3 spd 10
dual quads	4	under 3.70	4 spd 10
non-hyd/lift cam	4	3.70	3 spd 8
bored to 0.030	8	3.70	4 spd 8
f.i. or mult carb.	12	4.11	3 spd 0
bored over 0.030		4.11	4 spd 6
and/or stroked	16	4.56	3 spd 0
		4.56	4 spd 10
		over 4.56	3 spd 0
		over 4.56	4 spd 10
3. Chassis		4. Misc.	
1953 - 55	0	Positraction	8
1956	2	Traction masters	1
1957	6	Racing Tires	1
1958 - 61	4		
opt. or mod. sus-			
pension	4		
quick steering	8		

Any of you "leadfoots" have any hot comments about the St. Louis boys' means of classifications?

And speaking of the "East", Corvette Club of Michigan reports the latest fad, find a soft top Corvette, take one knife in hand, cut top, remove bucket seats, and re-install same in hot rod. Results: Hot Rod with bucket seats. (I wonder if a Corvette, with seats removed, would come in the "modified" class?)

Well, Gang, I suppose by now most of you have read your latest edition of the Corvette News (Vol 5, No 2). But if not, give a gander at page 20 of said issue. Dear old Winnemucca shows up again. (Incidentally, I have the negatives of these photos and others, if any of you are interested.)

HUMOR?

Considerable attention in the automotive world has been focused on a new compact import which runs on electricity. It is claimed this car can run from Miami to San Francisco for a cost of less than ten cents. The only draw-back is that the extension cord costs fifteen thousand dollars.

IT'S A FACT:

Devon Fiberglass Company of El Monte, California, advertises a fiberglass body for Volkswagens that looks so fast they even receive challenges for "street drags" from Corvettes. (This is advertising?)

REQUESTS:

For news items about anything. Don't forget, Gang, send me all your scoops, items, notes, etc., MAINLY ABOUT N.C.C.A.

Corvettes were very much in evidence at the Easter Seal Society headquarters in Oakland on February 17, 1962. Ken and Barbara Reid, John Marengo, Jerry Haakenstad, Bill Roeber, Fred Strange and Paul Beshgetoorian and their cars were included in the photos taken to publicize the Easter Seal Society's coin container program.

February 22nd was Washington's Birthday to most of you, but to eight members of your club it was work day on the club trailer. 11:00 A.M. came and so did Gary, Ron, Smith, Andy, Woody, Paul, Riis, O'Shea and Marengo. Four hours later they had accomplished one hour's work, and now the trailer has a new top, metal has been painted, license plates applied for, and plans for storage made. Thanks again, fellows, it is people like you who make this club what it is today.

See you at the next session,

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