

Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

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VICKY ALTMAN, EDITOR

JANUARY, 1968

PRESIDENT
KEN ALTMAN

VICE PRESIDENT
GARY CARLEN

SECRETARY
JEANNE DORAMUS

TREASURER
ROGER BOAZ

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RON TRETHAN

PUBLIC RELATIONS
MILT PIVER

SOCIAL
JACK IRASMITH

PUBLICATIONS
VICKY ALTMAN

BOARD MEMBER
AT LARGE
MIKE IRISH

"SALTY ALTY'S" BITS & PIECES

FLASH--Vicky and I would like to thank everyone who attended our New Year's Eve party, and we hope everyone had fun!

FLASH--I'm sorry Larry and Sammy O'Brien that we couldn't make your New Year's Day brunch, but I understood it was a BASH!

FLASH--I think THREE BIG CHEERS are in order for Mike Irish's preparation and presentation of our Awards and Installation Dinner. (Many Thanks Mike for a swell evening)

FLASH--I can't thank Jerry Ziller enough for the great time NCCA members had at the Camino hosted Ice Hockey game. Just sorry there wasn't enough room for a hundred people to get better acquainted.

FLASH--Thank you John Zeh for accepting Council Representative.

FLASH--Appointed as Sergeant-At-Arms and Autocross Team Captain was Ron Trethan.

FLASH--Attention NCCA Autocross Team: We have been accepted back into Northern California Sports Car Council!

TEN YEARS HAS PASSED

Way back when good old Dad and The Gang were in command of NCCA, I used to envy him. He was having all the fun of managing the Club's welfare and seeing that everything was just so. He had the world's best car and all his friends did too!

As the years went by; '57, '58, '59, '60, I followed wherever his Corvette took him. UNTIL A

--Continued--

BITS & PIECES Continued--

DISASTER! He bought a Lotus and let me down!

For the next 7 years my Corvette dream was temporality buried under tons of responsibility. Then May, 1967, my dream came true: A CORVETTE FOR KEN!

So, here I am at the present day, right back in Dad's shoes with alot of the old Gang doing the same fine job, and alot of new faces showing an equal enthusiasm. And now all my friends are driving the best car in the world.

Thank you all for the support that I've been getting. And, if it continues, my job will be a little easier. If anyone needs any assistance on any matter, please don't hesitate to get in touch with me-- that's my job.

See you at the February 6th meeting,

.KEM ALTMAN

OL' LEADFOOT

It looks as though my article for this month's Kaleidoscope will be short and sweet.

As it now stands, NCCA is out as far as dates for championship autocross events until the second half of the year. As you probably already know, we presented our application for re-entrance into NCSCC at their last meeting held in December. We had to wait until their next meeting last Friday night, January 26, to find out if we had been accepted back into the Council. GOOD NEWS--WE ARE BACK IN!

But since their calendar is filled during the first half of the year for championship events at Pleasanton, we'll have to wait our turn until around August or so. That gives you NCCA members plenty of time to relax and get the rust out of your carburetors (And I won't have to listen to any excuses for not working because you'll all be rested) before our first event. THEN--be prepared for lots of FUN and plenty of WORK!

Watch your monthly Kaleidoscope for flyers in case we are able to secure a date through John Zeh from NCSCC for an event during the next few months.

GARY CARLEN

Congratulations are in store for both NCCA members, Doug Newmaster and Gene Bothello, on being elected to office in Corvettes of Sacramento.

And a big HELLO and WELCOME to our newest member, Jim Wiegner of Pacifica. Here's hoping we see you at some of your club's events in the future. Be sure to give us a chance to meet you and get acquainted with your fellow NCCA members!

The special meeting of the Northern California Corvette Association was called to order by President Mike Irish on December 5, 1967, at General Motors Training Center at 8:20 p.m.

The minutes of the previous meeting were approved as read.

Ernie Elia, Treasurer, reported that the club has a balance on hand.

Vice President and Activities Director, Nick Viscusi, said he and Jim Guthrie had gotten together and Fremont owes us over \$460.00. Nick said that Fremont will come in for two-thirds of the Corvanna Series Trophies that we have to pay for. Mike said that the trophies will cost about \$450.00 and that we have \$300.00 donated as of now.

Bob Kerr, Membership Director, had nothing to report.

Under the Social Report, Mike said that he would be doing the Installation Dinner and that it would be at the Golden West on January 20, and that there would be a flyer out in the Kalidescope.

For Special Committee Reports, Ron Trethan said we had given our word to Camino Corvettes to go to their social on January 20. Gary Carlen made a motion that we go to the Ice Hockey Game on the 20th and get another date for the Installation Dinner. Vicky Altman seconded the motion. A discussion followed. Milt Piver called for the question. Mike called for a vote and the motion passed. It was decided then to have the Installation Dinner on January 13.

Under Old Business, Mike said that the reason for the Special Meeting was to vote on the E-Board recommendation that the Election of NCCA Officers of December 5th be declared Null & Void due to three invalid votes. If the membership votes to accept the recommendation there will be a new election of NCCA Officers for 1968. Ron Trethan made a motion we accept the three votes as valid. Gary Carlen seconded the motion. A discussion followed. Mike called for a vote and the motion passed 16 to 5. Mike said that because there was not a majority vote for President there should be a run off between Nick Viscusi and Ken Altman. Ken Altman was elected President for 1968.

Mike congratulated the newly elected officers and wished them luck in the New Year.

Gary Carlen asked what the dues deadline date was, and Mike said that the due date would be February 28.

Announcements were as follows: Gary Carlen said that SCCA's Bill McCormick will send a letter to the Board so that we can get the money they owe us. Lloyd Peoples thanked everyone who donated prizes for the Xmas Party. Gary Carlen said if we get back into the Council the dates for the first half of the year are all taken except for one weekend in February. He said that wouldn't give us much time, but that we could do it and probably get Pleasanton.

Minutes Continued--

Mike thanked everyone in the club for their support in the past year and declared the meeting adjourned at 9:35 p.m.

Respectively submitted,
Joanne Doramus
Recording Secretary

Jack Irasmith--NCCA'S OWN DON JUAN

An Article/ When first I heard I'd have to write one it irked me to the extent it became a challenge.

At this writing we have lined up quite an extensive Social Program for the months of January, February, and March.

On Saturday, January 20th, we had through the courtesy of Camino Corvettes, a real exciting evening, Off The Ice, watching (and I might add from \$5.00 seats, our cost \$3.50) a California Seals Hockey Game.

On Saturday, February 17, 1968, we will have our first NCCA Social of the New Year, along with a meeting at Gary Carlen's house. The time is 7:30, bring your own bottle and mix. 2709 Washington St. Alameda.

On Saturday, March 2, 1968, NCCA will host a dinner-meeting for WSSC Officers at General Motors Training Center, 1444 Marina Blvd. San Leandro. At 7:00 p.m. the bar will open. At 7:45 a complete New York steak dinner will be catered by John Proctor, G.M.'s special chef. Cost being \$5.15 including tax and tip.

After that, we would like to plan a BIG BASH for the end of March. ANY SUGGESTIONS? Contact Jack at 697-0170.

MEMBERSHIP--according to the By-Laws, "fees shall be due and payable January 1st and shall be considered delinquent as of midnight, Feb.28th". Remember, this is leap year and there will be a February 29th, but that date is past due.

The reason I am pressing the issue on due dates, is a problem the Association encountered last year concerning past members rejoining after a year's absence. The By-Laws state a member/prospective must have his or her name published 10 days before the application can be accepted. Let's not let this happen this year because it causes bad feelings among friends, and this organization is for similar interests, not different attitudes.

As your Membership Chairman, I plan to have at meetings all incidentals that show the public you are a member of Northern California Corvette Association.

In the March issue of the Kaleidoscope, I will publish an up to date mailing list of all members. I will also include some names of those past members whose addresses are unknown.

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Membership Continued--

I hope to see all of you at the February 6th meeting at G.M.T.C. and hopefully at all functions of this Association. This group of friends with plastic toys is only as good as they wish to make it exist.

RON TRETHAN

THE BACK SEAT DRIVER

After much thought on what name the column for Board Member at Large, I arrived at the above title. The reason being that the office is primarily an advisory position and in a sense is a "back seat driver".

When you receive your Kaleidoscope, NCCA will be back as a member of the NCSCC. I believe that the most important outcome will be a closer unity of the membership of NCCA. It is my hope that this year NCCA can push it's membership back over the century mark. With all the members working together maybe we will be able to make NCCA not only the BEST in the USA, but the BIGGEST CORVETTE club.

Some good news for 1968 is the formation of an automobile racing promotion firm, American-International Racing Corporation. James Garner, star of "Grand Prix", is a director of the new firm. The news of interest to NCCA was disclosed by the company's President Donald Rabbitt that American-International's first racing program will be to enter a team of Corvettes in the Grand Touring competition for World Manufacturers' Championship points at Daytona, Sebring, and Le Mans. They are presently preparing three 1968 Corvette coupes, two to be entered in each of the events and the third will be held as a reserve and promotion vehicle for use by sponsors between races. Other officers of American-International Racing are drivers Dick Guldstrand and Bob Bondurant. Between driving chores Guldstrand will serve the company as competition development manager, while Bondurant will function as a sponsor representative for the team. I believe that the organization will be a big success, as with Bob Bondurant as a sponsor representative they just can't miss. The NCCA members, including myself, who attended the Corvette Grand Prix in Santa Maria had the pleasure of hearing Bob speak. He gave one of the best talks on international racing that I have ever heard. (Maybe we could get him as speaker for the WSCC Convention in Portland this year!)

Anyone interested in high performance driving school? We had heard at Santa Maria that Bob Bondurant was going to start one. Well, he has it on it's way as it is being advertised in Competition Press. His school offers instruction in the art and science of high-speed driving. In case you are interested in obtaining information write to: Bob Bondurant's School of High Performance Driving 10210 Scenario Lane Los Angeles, California 90024.

Sunray DX Oil Company has revealed that it plans to sponsor three Corvettes and six drivers in the Feb. 3-4 Daytona 24-Hour and the Sebring 12-Hour on March 23. Drivers for Daytona will be Pete Revson, Jerry Grant, Don Yenke, Dave Morgan, Jerry Thompson, A.J. "Tony" DeLorenzo. Sunrays entries will be two 1968 Corvettes plus the 1967 coupe that won a Grand Touring class victory at last year's Sebring race.

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Back Seat Driver Continued--

WSSC meeting Feb. 6th (Same night as the NCCA meeting) 7:30 p.m. to be hosted by Stingrays LTD. at the Kapu Kai Restaurant, 8874 Foothill Blvd., Cucamonga, California.

Enough said for this issue so before I close, dues are due and Feb. 28th is the deadline and also let's inform people about NCCA (Use the club business cards) and get our membership up!

MIKE IRISH, BOARD MEMBER AT LARGE

PUBLIC RELATIONS--It has been mentioned by many members that members should write the Kaleidoscope about shop tips and technical data pertaining to Corvettes.

The subject I would like to tell you about is oil. I'm sure most members know that the two main purposes of engine oil are to lubricate and help cool the engine. Oil, as it circulates through the engine, picks up wear particles from all parts of the engine. These particles usually remain suspended in the oil, due to detergents and additives in the oil. Not all of these particles can be filtered out of the system. The particles that pass through the filter then act as an abrasive causing more wear.

Engine wear can be determined by analyzing a sample of engine oil. Many internal problems can be diagnosed before they become serious or costly. In a recent tour of a privately owned oil analysis laboratory, I saw the various ways oil is analyzed.

Tests are made to determine the percentage of solids suspended and solids non-suspended in the oil. The results would show you how often to change the oil and filter. This same test can determine the percentage of gum deposit in the engine. The gum deposit test is very important, especially with an engine using Type 1 and 2 smog systems. Most Corvettes in this state have 1 system, or in the case of later years, Corvettes require both. It takes a very low percentage of gum deposit to plug a smog system. A plugged smog system would cause the engine to stop breathing properly, internal crankcase pressures would increase in some cases to the point of blowing gaskets, thus causing oil and water leaks and reducing performance.

How can engine wear be determined by oil analysis? This process is done with an instrument called a SPECTROMETER, that electronically breaks down the elements found in oil--iron, copper, lead, tin, aluminum, chromium, boron, and silicon, to name a few.

Here is an example of one finding: If boron is found in a Corvette oil sample, and the owner doesn't use Richfield gasoline (which has boron) but he uses a permanent type anti-freeze in his cooling system, this would indicate a water leak problem coming from the heads or the intake manifold. This particular type doesn't usually show up visually in the oil pan, but if left unattended, it can cause serious damage. In the same test, if copper, lead, and tin content were high, it would indicate excessive bearing wear. If iron showed up excessively, this would indicate wear in the valve train, cylinder walls, gears, and rings.

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Public Relations Continued--

Other tests can pinpoint ring wear. High aluminum content would indicate piston wear. This example is just one of many ways oil can be analyzed. In essence, oil analysis gives the owner an X-ray picture of his engine.

It is my feeling that any member owning a new Corvette under warranty who is having any problem with a dealership over warranty work, or if he has any doubt about the engine performance, wear, oil, or fuel consumption, he should have his engine oil analyzed. An analysis of engine oil is certified and can be used as a basis for warranty claims without much question.

For further information, contact me at one of NCCA's meetings, or at 538-7719 (my home phone).

Respectfully submitted,
Milton Piver
Public Relations Director

TREASURY NOTES

I would like to introduce myself as your Treasurer in 1968. I am Roger Boaz and I live at 3354 Santa Clara Ave., El Cerrito, with my wife, Florabelle. We have been members of NCCA since late in 1965 when we got our '66 Silver Pearl convertible which is now down in Fremont being repaired.

I am looking forward to an exciting year which will see our treasury grow. Your dues (\$12.00) sent to me or Ron Trethan before February 28th will help--not only the club, but you as well, since you will have to come in as new members (at \$17.00) after the deadline.

I hope to see you all at the meetings and events and next month I'll tell you how NOT to drive across the Golden Gate Bridge--I didn't make it, but perhaps you can!

ROGER BOAZ

PLEASE COMPLETE AND MAIL IN OR HAND IN AT NEXT MEETING:


NAME _____ PHONE _____
 ADDRESS _____ ZIP CODE _____
 CITY _____ YEAR JOINED NCCA _____
 YEAR & MODEL CORVETTE _____ COLOR CAR _____
 ENGINE CID _____

MAIL TO: 4473 Reinhardt Drive, Oakland, California 94619

Offer suggestions or ideas that may help the Board of Directors to better serve you in 1968.

NCCA CALENDAR

FEIBRUARY 1968

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2 E-Board Meeting Trethan's	3
4 Auto X Tyred-wheel <u>Crab Feast</u>	5	6 Meeting G.M.T.C. 8:00 Movie	7	8	9	10
11	12 Lincoln's Birthday	13	14  Roadster Show	15	16	17 Meeting---- Social 7:30 Carlen's
18 R.Show	19	20	21	22 Wash. Birth. Kaleidoscope Deadline	23 NCSCC Meeting	24 E-Board Meeting Piver's
25 R.Show	26 Reserv. WSCC. Dinner Due	27	28 Last day for dues	29		

For further information on any of the above events call 534-2383

YOUR EDITOR SPEAKS:

First of all, many thanks to all my "E-Board Reporters" for their articles and the speed with which they wrote and got them to me for print. Having so many helpers sure makes my job easier.

Next, I would like to mention several new policies by which I plan to run this year's Kaleidoscope. Each E-Board member is asked to write an article each month on his office, his car, or any other subject which is of interest to him and my readers. A column will be reserved for each officer with either his article appearing or his name and "no article received" printed in his column. Of course, articles, For Sales, jokes, and Tech Tips will always be welcomed from the general membership.

Your Kaleidoscope will be mailed to you one full week prior to the
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Editor Continued--

first meeting of every month. And, in order to cut down on expenses, look for all flyers (autocrosses, dinners, social events, etc.) in your Kaleidoscope instead of us mailing them under separate postage.

Also, each month's Kaleidoscope will carry the next month's calendar of NCCA activities plus other club's autocross' and events which might be of interest to our members.

REMEMBER: IF THIS CLUB IS GOING TO OPERATE SUCCESSFULLY THIS YEAR, IT NEEDS YOU TO CO-OPERATE!

VICKY ALTMAN

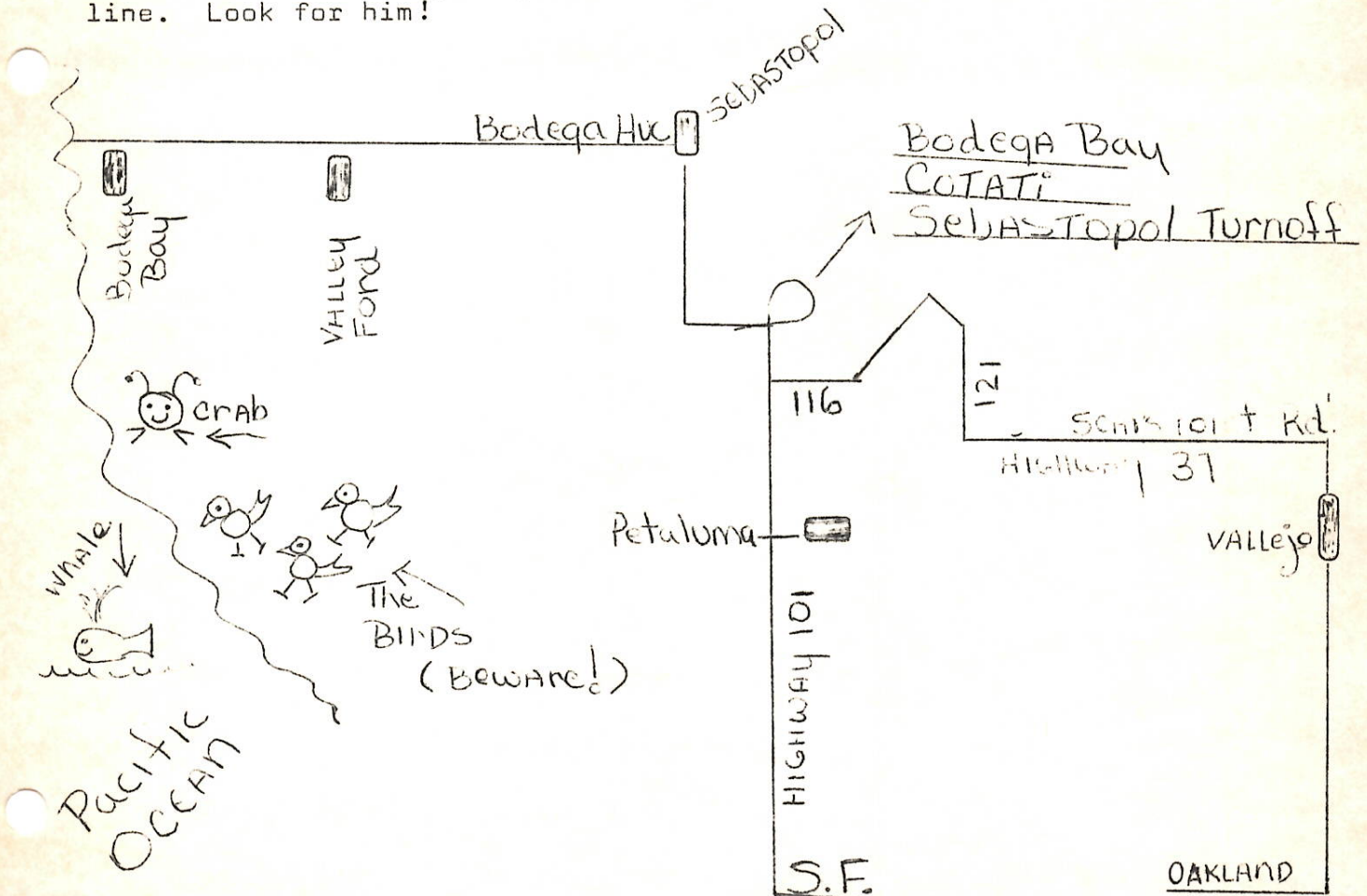
Unplanned Social Event:

(Several NCCA members plan to go and represent us. Hope to see you there)

C R A B C H I O P P I N O

Bodega Bay Grange #777 will serve their Annual Crab Chioppino on Sunday, February 4, 1968, starting at 10:00 a.m. until ??????. Price: Adults \$3.00 Children \$1.50. ALL YOU CAN EAT! BRING YOUR FRIENDS! BRING YOUR OWN WINE! Paper bibs available 10¢.

Arrive at Bodega Bay no later than 11 a.m. Joe Aboaf will be in line. Look for him!



NORTHERN CALIFORNIA CORVETTE ASSOCIATION

ATTENTION

WHAT : 1ST MEETING OF NCCA IN 1968

WHEN : FEBRUARY 6, 1968

WHERE : GMTC MARINA BLVD - NIMITZ FREEWAY
SAN LEANDRO

WHY : GUEST SPEAKER - MOVIE - TIRE SEMINAR

WHO : BRENT STOCKWELL OF SCCA

DUES ARE DUE

If you will be unable to attend this meeting then please mail in your dues for 1968. Make checks payable to NCCA and send to Ron Trethan 18365 CARMEL DRIVE Castro Valley 94546.

MEMBERS \$12 _____ ASSOCIATES \$10 _____

Enclosed is my check for \$ _____ for one year's dues in the Northern California Corvette Association.

signed _____

NIMITZ

Take CASTRO VALLEY TRACY TURNOFF

NIAC ARTHUR Freeway

"E" Board Meeting
Feb. 2, 1968
Ron Trethan's House
18365 Carmel Dr. 8:00

"E" Board Meeting
Feb. 24, 1968
Milt Piver's House
19139 Christensen Ct.
8:00

Castro Valley
TURNOFF

Shell
STATION

U.S. 50 TO TRACY

Chabot Rd.

Brookdale

Shell STATION
Castro Valley Blvd.

Somerset Ave

CHRISTENSEN LANE

School

Manque Ct

CARMEL DR

Seven Hills Blvd

FIRE STATION

