



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

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MARCH 1969

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LARGE**

RON TRETHAN

"SALTY ALTY'S" BITS & PIECES

FLASH--The month of March saw three "Bad Luck Charlie" awards go to: First to Bruce Benninger for his continuous "bad luck" performances. I understand that you do very well though, Bruce, when we're not looking!

Next to Ron Christensen for blowing his engine at Vernalis and having to wait a month for parts for repair.

Next to Ron Trethan for blowing his engine at Vernalis (Oops! On the way to Vernalis?) Warranty engines only take a week to adjust, huh Ron!

FLASH--Orvil Linder got his first first and at a championship event too! Congratulations and keep up the good driving, Orvil!

FLASH--Thanks go out again this month to Ron Christensen for the very superb handling of our SPA Corvanna. I think everybody enjoyed themselves except for Mother Nature interferring. I'm sure with our championship date coming up, we've gained valuable experience!

FLASH--We've finally lassoed Mr. Dave Mock and his super slinky Black Corvette! Welcome aboard, Bunky!

FLASH--Vernalis was stormy but I think enjoyable. The overall week-end I question as far as a "fun thing" but I think Yosemite Area Corvette Owners Assn. presented themselves well. Thank you Julie and Woody Lewis and fellow club members for inviting NCCA.

FLASH--Kerry Jones has quite a car as if he didn't before; but it looks real good Kerry. You should be able to make it to the top this year!

FLASH--A big HELLO to Dave Schwafel and Ron Wilson, our two newest members!

FLASH--Gail Piver got her first first at the autocross at Vernalis. Congratulations - Keep up the good work. Also seems her times have passed up a member of the Piver Home!

BITS & PIECES (Continued)

NCCA has finally taken a club par at a Championship event since I became a member. 25 of our Autocrossers attended the Continentals event in February and took the gold, which hasn't been done in about two years to my knowledge. We owe ourselves a big hand. But now on the other hand we have a slight problem since only about 20 of our members attend our monthly meetings on a regular basis. Your Board of Directors meet once a month to make recommendations for the membership to vote on, so it isn't necessary for us to hold another E-Board meeting on the first Tuesday of the month. What I'm trying to say is if you don't mind how the club funds are being spent, don't bother to attend. I'd just as soon stay home if I could find a just way to do it. But it is a night out and after the meetings we throw down a few horns at our friendly neighborhood pizza parlor and get to know attending guests better. (We're especially fond of purple, right fellows!) NCCA is just a hobby but we're all working to make it fun!

KEN ALTMAN

CHRIS'S CORNER

"The WSCC meeting and autocross or how I learned to love the Bomb." In a very few words the wind blew, the _____ flew and a good time was had by all??? All in all my wife, Lindy & Bill Geen and myself had a very restful great week-end. We arrived Friday night in Stockton about 8:00 p.m. after borrowing a ride with Super and Lindy over Bill's short cut?

Spent a very sober evening at Bruce Benninger's home beginning with a brief excursion through Bruce's literary top dresser drawer.

Then on to the frivolity of the balmy Stockton evening. After a lengthy tour of the Stanislaus County country side, we finally arrived at the noted steak house where the crowd was overwhelming. We were handed crayons and told to mark this dead steer where we would like to eat him. The food I must say was superb. After dinner we (Geen's & Christensen's) decided we could not endure the trip back to Mr. Benninger's gracious abode for more liquid refreshment. So we drove two or three blocks to the motel in beautiful downtown Modesto, with a little assistance from one of the local's finest on the dog watch. We went straight to bed to get a good night sleep. But Lindy could not keep quiet, she kept banging on the ceiling and watching dumb TV shows.

We bounced up Saturday morning full of P & V and Bill and I left for Walnut Creek to get our Corvettes. We had left them at home to keep them out of the rain (should'a left them there).

Saturday's racing was short for me but as long as we were there I heard not one derogatory remark about the course. It was very well laid out considering the area. It turned out to be a bad luck week-end for the green cars of NCCA. But in most every case, we faired pretty well. I spent most of the day assisting another broken car but was able to make it back for the dinner Saturday night courtesy of Rod Baker at the Wagon Wheel. Due to consumption of alcoholic beverages, I didn't make it to the meeting. We didn't make it to the course again Sunday, but the Geen's did all that was necessary!

A moral to this story: A word to the wise, check your bearings!

RON CHRISTENSEN

HAPPY
BIRTHDAY
"CHRIS"

NORTHERN CALIFORNIA CORVETTE ASSOCIATION
GENERAL MEETING MINUTES MARCH 4, 1969

The meeting was called to order by President Ken Altman, at 8:30 p.m.

The guests present were introduced; Clinton Matthews, Steve Lorenzini, Carla Franks, Paula Lewis, Sparky Bullock, Frank Skelly, Don VanMeths, Bob McCullough, Dave Mock, and George Kord.

The minutes were approved as read.

Rod Baker gave the treasurer's report.

Activities Report - Ron Christensen gave a report on the Y.A.C.O.A. autocross week-end at Vernalis and said that NCCA was very active. The course was enjoyable for those who were able to finish their three laps. The WSCC meeting was also enjoyable.

The club members also did well at the SCAT event on March 2nd. Chris read off the member's placing in each class.

NCCA is having an autocross, SPA Corvanna, on March 9th at the Milpitas Ford Plant. There are two problems presented to us. The first is that the main street of Milpitas runs right by the course site and club members may have to patrol the area to eliminate curiosity seekers causing a traffic jam. The other problem is that of litter. The club will be responsible for keeping the area clean so we will not invite any catering trucks to the event.

Chris then named committee chairmen for SPA Corvanna and these people will be in charge of appointing their own committees.

Ken Altman:	Grid	Ron Trethan:	Trailer Timing Equip.
Rod Baker:	Registration	Ron Christensen:	Course
Ash Boesch:	Tech Inspection	Sammy O'Brien:	Scoring
Gary Carlen:	Flags		

Chris said that drivers must pay close attention to the flags and it will be up to Ken to carefully explain the flag meanings at pre-grid.

Ken said that we should make sure that all our club members are running in the right classes to avoid losing any team points.

Social Report - Ashley Boesch said that he had heard the WSCC meeting was true to form with everyone enjoying themselves. After our event, we will have the trophies presented at Topper's Steak House in Milpitas. Ash said he is working on a joint social in April with Central Chevrolet Camaro Club. Also, he is working on a tour thru a brewery or General Motors. In June, he would like to see us get together with North Bay Corvettes at Stinson Beach and make this an annual affair. All socials will be published in the Kaleidoscope.

Membership Report - Milt Piver brought in Dave Schwafel as a new member, and handed out shirts to new members who hadn't received them.

Public Relations Report - Bill Geen was unable to attend the meeting. Ken said that Bill could get any black and white print or color snaps blown up for \$2.00 plus two wrappers from Nestles Crunch bars. If anyone is interested, they can contact Bill at the next meeting.

Publications - Sharon Trethan said that articles are due the 11th of March but preferred to receive them by the 9th.

Special Reports - Ron Trethan said that the North/South event is still on and that Santa Maria has a date set aside which is the 3rd and 4th of July.

GENERAL MEETING MINUTES March 4, 1969 Continued

Speed Events Report - Ken said that two points should be made regarding a championship event. The first one is that sixty days before a championship event, a \$20.00 deposit must be sent to the Speed Events Committee. Secondly, seven days before a championship event, a written description of the club's timing equipment must be in to the Speed Events Committee.

The Golden State Grand Prix chairman for this year is George Hurley. The Speed Events decided to appoint a Golden State Chairman two months after the event each year.

Another point brought up by Ken is that all clubs sponsoring autocrosses will not be able to evaluate their own autocross. This will eliminate "stuffing the ballot box" tactics previously used.

Finally, Stock classes will have their points tabulated starting the 30th of March but will still not be able to run for teams and will not mix with the prodified.

Council Report - Due to personal private business, our council representative, Ron Christensen, was unable to attend the meeting last month so we had no report. The next council meeting is scheduled for March 28th at the Blue Dolphin.

Ken gave a brief explanation of what followed last month's meeting in regards to NCCA loaning their equipment to Yosemite Area Corvette Owners Association.

Milt gave a run down on the latest Tecati news. There will now be a ground school and driving school for perspective drivers other than those having 1968 licenses. There are two tentative dates standing that of April 13th for the first session of school and May 4th at Vacaville for the first event.

Old Business - There was no old business.

New Business - There were three executive board recommendations to be brought for discussion and vote.

It has been recommended that in the event we cannot procure helmets at a reduced rate from Snell-Foundation, we as a club purchase two Snell approved shorty helmets at a reasonable price. Ken gave a brief description of our present helmets and showed the need for purchasing new ones. The recommendation was passed 15-0.

The next recommendation read; The club shall purchase the M-120 for \$350.00 with the stipulation that another M-120 will be available to be used as a back-up timer at each event for a \$10.00 rental fee per event.

Bob McCullough was introduced to explain his M-120 timer to the club and to explain the inaccuracy of a synchronized clock off a portable generator. Our present timer will not be accepted by the Speed Events Committee at a championship event if it is to be run off a portable generator. The recommendation was passed 16-0.

The third recommendation was: NCCA will rent only the timer, MC equipment and pylons and will rent trailer on condition that NCCA members will work it. This recommendation was tabled to the E-Board for further discussion.

Chris asked that if anyone has a garbage can or cardboard barrel to please bring it to the event on Sunday or he would gladly pick it up.

Ken brought up the WSCC Convention brochure and said that if anyone knows of a company who would like to advertise in it to contact him for further details. There will be more information on this later on this year.

Club Jackets were brought up for discussion. NCCA has left it up to the individual club member to purchase their own jackets.

Announcements - Ken thanked "Speed Under Glass" for coming to the meeting and invited them to Koppies after the meeting. Ron Christensen thanked "Speed Under Glass" for himself and Ron Trethan for the use of their trailer at Vernalis.

The meeting was adjourned at 10:05 p.m.

Respectfully submitted,
Susanne Boesch, Recording Secretary

NOTES FROM THE TREASURER

Two people with the first names of Ron, who drive green Corvettes with racing stripes, who follow each other to Vernalis to run an autocross should know better.

Two people with the first names of Ron, who trailered their broken cars back home from an autocross at Vernalis will have better luck next time, huh fellows?

Anyone living in the San Leandro foothills shouldn't worry about police protection for their Corvettes. I gave Ron Christensen a ride home from work last week to pick up some parts. While waiting in front of his house for his return, two police cars pulled up, one in front and one in back of my car.

"Do you live here?" "No I don't sir". "Then what are you doing here"? I am waiting for my friend who is picking up some parts. "Does he live here?" "Yeh, sure he does." By this time Ron had heard the conversation along with most of his neighbors. As he opened the door with the parts in his hands, the cop asked him for an I.D. When the cop saw that Rapid Ron had a different address on his I.D. than where we were supposedly swiping the parts, things began to look a little bad. Then Ron said "how about a wet wife in the bathtub, is that enough identification?"

After twenty minutes of checking our names and license numbers through the state warrant files, he finds fourteen people with the last name of Baker wanted for arrest. Sort of glad no one had "Rod" for a first name.

The officers told us that several robberies had taken place in the area lately and these four were not about to let another one happen. Like I said, "Nice Corvette Protection."

ROD BAKER

FOR SALE - 1966 Stingray Roadster (both tops), 42,000 miles; newly painted British Racing Green; "427" 425 H.P.; no smog (not need that year); flared fenders; 8-1/2" American Mags; 9:75 x 15 tires (just recapped by Bruce's); 1200 miles on Schieffer clutch and scattershield; heavy duty suspension; showroom/concour condition (per Ken Altman); will trade and can finance; asking \$3,600.00 Contact Bob Keck 339-9737 (home) or 271-4414 (work).

FOR SALE - 2 each 7 x 14 American Mags with 7.74 x 14 tires \$50.00 and a Bell Amplifier, 150 watt \$25.00. Contact Ron Gray (415) 588-3411

UNCLE MILTIE

A meeting of the U.S. Tecati Racing Association was held on February 25th, to go over the rules and regulations for the 1969 Tecati Series.

All drivers holding a 1968 license for Tecati racing will have to reapply for a 1969 license. The license will cost \$2.00. Applications will be available at a later date.

New drivers will be required to attend the U.S.T.R.A. School, for two sessions of four hours of an 8 hour course of what will be known as a ground school. Also there will be two eight hour sessions of a 16 hour class of course driving.

Each new driver must have a physical examination. The school will cost \$10.00 per person. The sight of the class is still pending. The first class is scheduled tentatively for April 13, 1969. SCCA licenses are not going to be accepted. The Ground School will cover the following items:

USTRA Rules and Regulations	Loss of Wheel - Front
Acceleration	Loss of Wheel - Rear
Loss of Control	Suspension Failure
Braking at low speed	A roll over
Braking at high speed	Engine failure
Loss of brakes	Transmission failure
Loss of steering	Axle failure
Stuck throttle	Car Safety: Wheels, Tires, and Suspension
Collision	
Fire	

The Driving School will cover the following:

- Acceleration from standing start to enable each person to learn the starting system
- Braking at different speeds from 30 to 140 MPH
- Spinout control
- Acceleration out of turns at different speeds
- Braking from straights and gearing down for turns
- Negotiation of chicanes
- Up shifting under acceleration
- Ability to judge distance
- Overall driver control

The first race is tentatively scheduled for May 4, 1969 at Vaca Valley. The Race Classes will be as follows:

Unlimited Modified: Classes A/UM - J/UM

This class doesn't pertain to any NCCA Corvettes that I know of. This is the open port injector and/or supercharged class.

Formula Car: Classes A/F - B/F - C/F and V/F

This class also will not pertain to our Corvettes.

Modified Production: Classes A/MP - J/MP

1. Modified engines allowed
2. No engine swaps allowed
3. Any wheel and tire combination may be used provided it is safe and is not more than 50% overwheel width

UNCLE MILTIE (Continued)

Modified Production: Classes A/MP - J/MP (Continued)

4. Must use production type body and fenders must cover wheels.
5. Wheel base may be altered.
6. Suspension modifications allowed, and limited body modifications:
 - a. Wheel walls and fenders may be altered
 - b. Bumpers, grillwork, handles and extra trim work may be removed.
 - c. Headlights and taillights must remain in working order.
 - d. Interior may be removed.
 - e. Windshield may be removed in roadsters.
7. All loose items must be removed from vehicle.
8. Car must not be lighter than 500 lbs. under factory weight.
9. All cars must use service station pump gasoline during competition.
10. All cars must have shoulder harness, seat belts, roll bars or roll cages and helmets. Corvettes must have scattershields.
11. All cars must have tubes in tires except approved racing tubeless tires.
12. All cars are subject to U.S.T.R.A. Safety Regulations.

Stock Optional Classes: A/50 - J/50

1. Engine must be stock. Options allowed providing they are listed by the factory for that make and model.
2. No body modifications allowed, wheel well radiusing excepted.
3. Any wheel tire combination may be used provided it is safe. Maximum tire width 10 inches. Tread width must not be more than 50% over wheel width.
4. Suspension modifications allowed for safety and handling only. Wheel base may not be altered.
5. All cars must use service station pump gasoline during competition.
6. Cars must have and use seat belts and helmets.
7. All cars must have tubes in tires, racing tires, except for approved racing tires.
8. All cars subject to U.S.T.R.A. Safety Regulations.

Showroom Stock Production Classes: A/S - J/S

1. Engine must be factory stock.
2. Wheels must be factory stock, they may be reinforced for safety providing the tract is not increased from stock specs by more than one inch.
3. Tire tread may not exceed 50% over rim width, maximum tread width 8 inches. Wheel and tire must safety fit in fender wells. Suspension changes are allowed for safety and handling only. Wheel base may not be altered.
4. No body modifications allowed except for installation of roll bars or roll cages or safety devices.
5. All cars must use service station pump gasoline during competition.

UNCLE MILTIE (Continued)

Showroom Stock Production Classes: A/S - J/S (Continued)

6. Cars must have and use seat belts and helmets.
7. All cars must have tubes in tires, except for approved racing tires.
8. All cars subject to U.S.T.R.A. safety rules and regulations.

In essence this is a text of rules discussed at the first meeting. Most of the above rules (Stock Optional and Showroom Stock Classes) effect the Corvette classes.

For further information write: Jim Guthrie, U.S.T.R.A., P.O. Box 71, Fremont, CA 94537

MILT PIVER

FLYING DOCTOR - SCAT-A-CROSS

I have been autocrossing almost a year now and have been to all but two or three events held at Pleasanton during this time. Some events presented have been something of a disaster to the sport, but the event put on by Sport Car Autocross Team on March 2nd had to be one of the finest. I am sure my success that Sunday has much bearing on my judgment but just the same there is no getting around it, the event was TOPS!

The course had the typical Pleasanton outline but whoever set it up had eliminated the usual Pleasanton confusion. It was wide, fast and fun. If it had not been for the weather, I am sure the Auto-X would have been enjoyable for all classes, but as it was the Corvette people must have had an in with the head weatherman.

Word has it that Auto Man has given up on transmission and engine repairs and is now going after eliminating its nearest competitor Fiber Fab. Thanks to G.G.

I hear there was a great sigh of relief from Detroit Sunday after Ron & Sharon Trethan completed their runs!

BILL GEEN

FROM THE DESK OF ASHLEY BUSH-BOESCH

Well gang I'm afraid there is not much to report on socials yet this year - but there are some coming up!

Several of the members attended the WSCC meeting and Auto-X in Modesto at the end of February and I was informed that a good time was had by all with a few exceptions - bad week-end on engines!!

It seems the motel was bustling in the evening with the usual ruckus put up when "CORVETTER'S" get together for a week-end of racing and revelry.

The track was fast and rough. The parties were long and wet and the week-end was far too short!

ASHLEY BOESCH

CLUB RESULTS

February 16, 1969 - Auto-X Championship - Ford Plant - Continental Sports Car Club

TTOD STOCK - Ashley Boesch

Club Par - NCCA

Top Ten Overall 4th Gary Carlen 10th Kerry Jones

Class A-P

6th Ron Trethan 1:08.56
 8th Bill Geen 1:09.44
 10th Dave Schwafel 1:11.49
 12th Mike Tsirlis 1:12.63 (:04 error)
 13th Tom Nichols 1:13.80
 14th Ken Altman 1:17.21 (:02 error)

Class B-S

1st Ash Boesch 1:09.70
 4th Dr. Lee DNF

Class C-P

1st Gary Carlen 1:06.50
 7th Rod Baker 1:11.84

Class A-S

1st Orvil Linder 1:10.78
 3rd Jack Ginter 1:16.84

Class I-P

8th Jim Clott 1:18.91

Class B-P

4th Kerry Jones 1:07.54
 5th Ron Christensen 1:08.39
 6th Roger Kraus 1:08.62 (:01 error)
 11th Milt Piver 1:17.78
 14th Bruce Benninger DNF

Class J-P

10th Joe Aboaf 1:26.33

Class K-P

2nd Sharon Trethan 1:09.63 (:01 error)
 5th Sue Boesch 1:19.00

Class N-P

2nd Helen Clott 1:20.75

Class L-P

11th Sharon Christensen 1:18.78
 15th Gail Piver DNF

February 22nd & 23rd - Auto-X - WSCC - Vernalis

TTOD Saturday Bill Geen
 TTOD Sunday Mike Tsirlis

Club Par - NCCA

Class A-2

T2nd Ken Altman 1:38.15
 5th Jack Ginter 1:41.00

Class B-3

T1st Mike Tsirlis 1:29.28
 T2nd Roger Kraus 1:31.61
 4th Bruce Benninger 1:37.77
 8th Milt Piver 1:44.98

Class A-3

T1st Dave Schwafel 1:33.74
 T2nd Bill Geen 1:34.41
 3rd Ron Trethan 1:36.41
 6th Tom Nichols 1:48.23
 7th Jim Wiegner 1:56.16

Class C-3

T2nd Gary Carlen 1:35.39
 T4th Rod Baker 1:40.61

CLUB RESULTS (Continued)

February 22nd & 23rd

Class D-3

1st Sharon Trethan 1:35.67

Class E-3

1st Gail Piver 1:40.68

March 2, 1969 - Auto-X Championship - Pleasanton - SCAT

Top Ten Overall

4th Bill Geen

7th Dave Schwafel

Class A-P

1st Bill Geen 48.70
 2nd Dave Schwafel 48.87
 6th Ron Trethan 50.79
 8th Ken Altman 51.44 (:01 error)
 10th Dave Mock 52.72
 13th Doug White 54.28
 14th Tom Nichols 1:09.24

Class C-P

3rd Gary Carlen 49.38
 6th Rod Baker 51.73 (:01 error)

Class J-P

10th Joe Aboaf 57.52

Class K-P

2nd Sharon Trethan 52.62 (:04 error)

Class A-S

1st Orvil Linder 52.97
 3rd Jack Ginter 1:02.37

Class L-P

8th Gail Piver 57.43

Class B-P

5th Mike Tsirlis 49.52 (:01 error)
 6th Roger Kraus 49.53 (:01 error)
 8th Kerry Jones 50.89 (:01 error)
 15th Milt Piver 1:00.13 (:01 error)

Class N-P

5th Helen Clott DNF

Class B-S

1st Ash Boesch 51.10
 4th Sue Boesch 56.88

March 9, 1969 - Auto-X - Ford Plant - NCCA

Class A-P

2nd Ron Christensen 1:27.74 (:02 error)
 4th Ken Altman 1:29.05 (:02 error)
 5th Dave Schwafel 1:29.76
 6th Ron Trethan 1:29.98
 8th Jack Ginter 1:32.63 (:01 error)
 9th Tom Nichols 1:32.86
 11th Doug White 1:33.98 (:01 error)
 12th Dave Mock 1:36.14 (:02 error)
 15th Bill Geen DNF

Class B-P

1st Kerry Jones 1:27.39
 5th Bruce Benninger 1:33.82
 8th Milt Piver DNF

Class B-S

1st Ash Boesch 1:33.17 (:01 error)
 3rd Ron Gray 1:37.06
 4th Sue Boesch 1:40.28

Class A-S

2nd Orvil Linder 1:33.76
 3rd Ron Wilson 1:43.31
 4th John Flotten 1:45.72

Class C-P

1st Gary Carlen 1:29.38
 4th Rod Baker 1:37.33 (:03 error)

CLUB RESULTS (Continued)

HAPPY BIRTHDAY
VERA

March 9, 1969 (Continued)

Class I-P

Class K-P

1st Jim Clott 1:32.96 (:01 error)

2nd Sharon Trethan 1:32.23 (:01 error)

Class J-P

Class N-P

10th Joe Aboaf 1:45.16

2nd Helen Clott 1:41.84

3rd Adela Aboaf 1:43.66 (:02 error)

BORED NOTES

I would like to say that the members who worked the SPA event did a remarkable job. Considering the change in weather, the workers continued in an excellent manner. We had 190 drivers, many who braved the rain knowing they had no chance for a trophy. To me this means they enjoy our events.

In June we will be putting on a championship event. This means that we will have to continue in the same manner. There were areas in our last event that did not meet the Championship Code but were O.K. under the Sanctioned Code. We will be discussing these at our upcoming meetings.

I would like to extend a thanks to Bob McCullough for designing an excellent timer. This timer is the finest in Northern California and we now own one. We will also have a duplicate on a rental basis at championship events. Thanks again, Bob!

TECH TIP: The L-88 carburetor that was offered in 1967 has changed twice since then. When ordering this carburetor, specify part number.

1967	with H.D. (427)	(R-3418A)	3886091	\$175.00
1968-69	with H.D. (427) (1st design)	(R-4054A)	3925519	\$175.00
1968-69	with H.D. (427) (2nd design)	(R-296-A)	3955205	\$187.25

RON TRETHAN

April 6, 1969 Satellite Grand Prix VIII presented by Lockheed Sports Car Club

NCSCC Sanctioned Auto-X

Alameda Co. Fairgrounds - Pleasanton

Registration & Tech: 8:30 a.m. to 2:30 p.m. \$3.50 per people \$6.00 per couple

Trophies and classes per N.C.S.C.C. Code

REQUIRED: Mufflers, tubes in tires, seat belts, helmets (available)

(possibly 25¢ fence fund fee per driver)

HAPPY BIRTHDAY
LYNNE

CALENDAR FOR MARCH & APRIL

MARCH 23 Auto-X - Redliners
MARCH 23 Auto-X - Ecurie Awol
MARCH 29 E-Board Meeting - Rod Baker's - 8:00 P.M.
MARCH 30 Auto-X - Championship - Team Sprint
APRIL 1 General Meeting of NCCA - G.M.T.C. -
San Leandro - 8:00 P.M.
APRIL 6 Auto-X - Lockheed - Pleasanton (See details
enclosed)
APRIL 13 Kaleidoscope Deadline
APRIL 13 Auto-X - Championship - Twin Valley
APRIL 19-20 Auto-X & Meeting - WSCC - Famosa Airport -
Bakersfield
APRIL 27 Auto-X - Championship - Camino Corvettes-
Ford Plant

In accordance with Article III, Section B of the NCCA Bylaws, an application for membership has been received from:

Dave Mock 1968 Black Roadster
5143 Parkridge Drive 435 HP 427 C.I.D.
Oakland, CA 94619
(415) 531-0207

FOR SALE - Doug Headers for "327" Stingray 63-67. Will hook up to stock exhaust system. Contact Milt Piver (415) 538-7719

FOR SALE - 4 each - American Mags 8-1/2 x 15 for Disc Brakes - \$170.00. Contact Dave Schwafel (415) 967-0505

NEEDED - Heads for "427" Stingray. Contact Doug White (415) 686-2783

Who's burning the candle nights working on his Corvette - engine wise and fenders?
What's happening up in the mountains Gene?

HAPPY BIRTHDAY ~ MIDNIGHT MIKE