



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

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SHARON TRETHAN, EDITOR

AUGUST 1969

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"SALTY ALTY'S" BITS & PIECES

FLASH--The next regular meeting is September 2nd and it is very important! According to our Bylaws, Article X Section C, a nominating committee should be chosen. 5 members and not more than 2 present officers make this committee.

FLASH--Back to back Carlen's and Kerr's brought into NCCA three lovely wee ones; thank you girls! We're all happy everything is ok. Welcome to Jason & Terri Carlen and Kimberly Ann Kerr.

FLASH--Come on Jim Wiegner, let us all get a look! You finally got your Corvette, didn't you? Hope to see you soon.

FLASH--Bad Luck Charlie found a few members this last month. Ron Christensen for getting his car hit while parked with his car cover on. Ron Trethan for blowing two caps and having one flat tire at the WSCC Convention. Walt Reeder for an overcharging Delcotran on the way to the Convention. John Flotten for breaking down and causing him to almost miss the Convention Auto-X.

FLASH--It sure was nice to see an unusual driver at SCAT's Auto-X Deidre Kraus not only drove she won (with a Camaro no less)! Hope you decide to continue Dee.

FLASH--Well as far as sharp cars goes, NCCA has the best and we added another, considered one of the best looking. Milt & Gail Piver's '64 white roadster with a blue stripe, is the racers edge!

FLASH--Gary Carlen makes it 3 in a row for NCCA. TTOD at the WSCC Convention's has been won by us at Las Vegas, Portland and now San Diego. Congratulations Gary!

FLASH--A yellow Corvette has risen--heh hah.

BITS & PIECES (Continued)

FLASH--Big-O-Tires: Once again Big-O-Tires, 35th & Foothill Blvd. helps one of NCCA's Autocrosser, Harold Doramus, found the price couldn't be beat. Thanks Ron Asher, keep up the good work.

FLASH--WSCC has a lot of new officers next year and Events Chairman has been taken by yours truly. I only hope I can represent NCCA in the way I'm expected. Thank you for your support.

FLASH--Dave, I won't forget the movies next meeting and maybe if you're lucky, I'll have the flix's from Laguna Seca Trans AM.

FLASH--B.C. will host our next WSCC Convention, I understand!

FLASH--Who was teased about his balloon at Mickie Finn's in San Diego! How about it John?

FLASH--Bon Voyage, Bill & Lindy!

FLASH--Welcome aboard, new members Jerry & Nancy Lockwood.

FLASH--It's time to start preparing yourselves and your Vette's for the October WSCC meeting hosted by Corvettes of Nappa Valley. It's a long and very eventful weekend.

FLASH--Is that a "FOR SALE" I spy on the Yellow Banana?

FLASH--Sue & Ash did a superb job of hosting our now annual Stinson Beach Party on August 10th. About 40 NCCA'ers and North Bayers showed up and froze to death! But the food was good and so was the 8 cases of beer we consumed.

FLASH--SAVE July 31, August 1 & 2, 1970 for the WSCC Convention in Vancouver.

Well we've had quite a month haven't we. Let's summarize. We've had two Championship Auto-X's of which NCCA has fared rather well, two parties including a beach party and the losers party at the Altman's, plus the Convention for the lucky people that went, all of which if you attended any or all, you were real busy.

Kerry Jones showed us that a short tight course can be a winner for Corvettes by taking TTOD at Southland's Championship Auto-X. Top ten saw a few other NCCA team mates: Mike Tsirlis, Gary Carlen and Dave Schwafel. SCAT's Championship Auto-X was just as exciting. I don't know but placing 5 members all driving Corvettes in the top ten must be a record. In order Mike Tsirlis, Kerry Jones, myself, Gary Carlen and Dave Schwafel. We owe ourselves a pat on the back.

The beach party turned out real well if downing 8 cases of oly and coors is real well - about wells, I wish I could have fallen in one, boy was I sore after that football orgie.

The losers party at the Altman's was a real gas, fun was had by all until the wee hour of 3 A.M. when everybody bail out for home. Thank you everybody, it was fun!

The Convention is now past and something not to have missed, but something to talk about for a few and for those who attended, you guys and gals, have mayed your hurts. But there is always next year for us.

CHRIS'S CORNER

A rare experience, this playing retired or re-preparing or whatever you may call it. Not a very rewarding one, however. I cannot feasibly foresee not autocrossing again. It seems like losing your best friend or your dog dying or some part of you fell off. "It just don't seem right":

Sharon and I enjoyed the club beach party very much and greatly appreciate the ride with the Trethan's, till we got our new 'Vair'. The beach party was a heck of a lot of fun for those of you who missed it. You shouldn't have missed it, with the exception of a few sun burned bodies, it was a gas. We wouldn't I'm sure have lost the football game either if the Fascist hadn't interfered. And they (North Bay) even had a practice game a week prior, I'm told.

And we who were close, almost caught a couple of Vicky's good points while Rod played puppetier!

Among the sore muscles and burnt backs, a good time was had by all! I'm looking forward to a heck of a weekend at Russian River the 21st of September.

RON CHRISTENSEN

AIR INJECTION REACTOR SYSTEM (Taken from NCCC Blue Bars)

This A.I.R. system scares the living "heck" out of most Corvette owners.

Most Corvette owners want performance from their \$5,000 machines. This Edict from "Big Brother" tells us that it is OK to buy and drive an 800 HP machine but we must have this and that added to the engine because at some time it may cause contaminated air to be emitted from the tail pipe.

So in order to prevent this you are driving an 800 HP car which is actually giving you maybe 400 HP that is if it is tuned to specs., and if you are lucky enough to have a mechanic who understands the plumbing.

Now you say, why don't I have it removed? Ask your friendly Service Manager and he will tell you that it is not possible because of a Federal law. Why we can't even disconnect it for you.

What do you do when the car begins to run poorly and nothing your dealer does seems to help? Well, you could trade it in on a 1967, they didn't have all that plumbing.

Just look at the difference in specs. between the '67 and '68 engines. Why the difference in timing and carb adjustments? The idea was to make sure that you could not over rich the mixture or over advance the spark.

Now you ask what can I do to remove the garbage and set the car up for maximum performance? Well, now I can't tell you to remove the air pump, the tubes on the exhaust manifolds and the tubing from the crankcase to the carb and rejet the carb and reset the carb adjustments and to take the distributor to a good shop and have the advance curve modified to give the maximum of performance. To tell you to do these little things to YOUR car would be illegal. So drive your high horsepower sports car at a normal 30 MPH and never depress the accelerator and you will never have problems--so says Big Brother.

Now if you don't think it is utterly STUPID to think that anyone would want to have a 400 HP car with the acceleration factor equal to a V.W., I guess you deserve what you are or will be driving soon thanks to the men in Washington who are looking out for your BEST interest.

NORTHERN CALIFORNIA CORVETTE ASSOCIATION
GENERAL MEETING MINUTES AUGUST 5, 1969

The meeting was called to order by President, Ken Altman at 8:15 p.m.

Milt Piver requested everyone to stand and introduce themselves so that members as well as guests could know who was present.

The minutes were approved after correction; that being an error in Treasurer's Report on new balance.

Treasurer's Report - Rod gave a breakdown of expenses for previous month and commented on the Benninger's Social. Forty people were present and it cost the club only \$3.50 per people including breakfast, much beer and dinner.

Social Report - Ash reported flyers are out for this Sunday's social at Stinson Beach. He also reminded members of two socials coming up - a party at the Altman's at 8 P.M. on August 16th and on September 21st Russian River outing at Ron & Sharon Christensen's cabin. Ash thanked everyone for the good turnout at the Benninger's.

Activities - Ron Christensen gave out point standings this year for individual class drivers, those in top ten and team points. Our own club event will be on September 7th and Ron said he hopes to get Ford Plant. He then asked for suggestions for a name for the event. A discussion. Milt moved that we use the name "GLEN". Rod Baker seconded the motion. Was defeated 9-7.

Other suggestions were given from the floor including Sebring and Carlo taken from Monte Carlo.

Dave Schwafel moved that we use Rheems. It was seconded but defeated unanimously.

Gary Carlen moved for Monaco. Ron Trethan seconded it and it was passed 12-5.

Membership - Milt brought in Jerry & Nancy Lockwood as new members and introduced the Terry Johnson's and Jim Nelson as prospective members. Banners of NCCA were passed out.

Public Relations - John asked for articles to send in to Corvette News. Chris suggested someone bring a camera to our socials and events. Ken said that we should maybe think about having a continuing yearbook for the club.

Publications - Articles must be received by August 18, 1969.

Special Reports - Ron Trethan informed the club of the happenings at the WSCC meetings. Clippinger will host the pre-convention next year in Riverside and there will be two days of autocrossing. Ron also brought up the team of five members of NCCA forming to compete against any club willing to take the challenge.

Council Report - Ken reported from the Speed Events Committee. It now stands that the Team Captain will be in charge of the book for that day. Our captain, Kerry Jones, may appoint a replacement for himself per event.

Petit Prix championship event was upheld.

Stock classes may update wheel size.

This is a recommendation only - F-60 G.T. tires are now legal to run tubeless.

GENERAL MEETING MINUTES AUGUST 5, 1969 (Continued)

Council Report (Continued)

Names must be submitted for Chairman of next year's Golden State Grand Prix event within two months of previous one. Gary Carlen may take the nomination from our club.

Ron Christensen added to Ken's Council Report by bringing up council's bid on concession at Lake Merritt boathouse. Also, there will be a contest on designing an arm patch for NCSCC. Anyone can submit a design of an arm patch to represent council members. \$10.00 prize for that design selected.

Ken asked Chris to contact council calendar chairman and find out about dates for next year's autocrosses.

Ron Trethan gave an explanation of how Highland T.C. was given an extension of time in mailing out flyers. A club only has to ask permission from the Speed Events Committee.

There was no old business.

New Business - E-Board recommendation - all prospective members must attend one social as a part of their duty to attend two functions and this will be a presence for the rest of 1969. It was passed unanimously.

Announcements - Dave Schwafel has 5 puppies for free.

Jim Roberts has a '66 Corvette fastback, new paint with 65 interior for \$2900.00.

Joe Aboaf has stopwatches for sale for club members. Ken Altman has headers for sale and Ron Christensen has rear bumpers for sale.

Ken apologized for forgetting the movies.

The meeting was adjourned at 9:35 p.m.

Respectfully submitted
Susanne Boesch, Recording Secretary

NOTES FROM THE TREASURER

Here it is August 18th and I'm on two weeks vacation. The only way to make sure that the temptation of going to the convention would not get me was to make my vacation after it. Some self-determination. With only minor details like putting the motor back in, putting together the front suspension and brakes, etc., I hope I can get the solid axle running soon. Now I know what they mean when they say "Solid Axles Forever." (Just 2 years, Altman).

The beach party at Stinson Beach turned out to be a ball. Good weather except for late in the afternoon. A fine football game (which we lost) was broken up by the park rangers. They thought it was getting a little serious and were worried about all the spectators. Between the two clubs we consumed 8 cases of beer and 4 cases of cokes. Is that right John Flotten?

It seems that extra club meetings are held at Ken Altman's Chevron Station on Monday nights until 10 pm. Last Monday night there were 9 Corvettes and 1 '59 Chevy there. By the way - speaking of Monday night meetings, it's time to attend this weeks session.

ROD BAKER

UNCLE MILTIE

The annual beach party was held on August 10th at Stinson Beach. This was a joint affair with North Bay Corvette Club. It was very successful. Each of the wives brought some food and it was excellent. We also had the annual football game. NCCA was six points behind and making tremendous advances (like 10 yards were needed to tie up the game), when out of nowhere the park ranger showed up in his dune buggy. He proceeded to tell us it was unsafe to play football on the beach and promptly ended our game. Maybe we will do better next year. We still had a good time. Joe Aboaf brought two surf boards, and a couple of guys hung 10, including Mr. Budweiser (John Flotten)!

Our next club sponsored autocross will be held on Sunday, September 7th, at the Ford Plant in Milpitas. I sincerely hope we have the same amount of members showing up at this autocross as we did in the last one. Looking back at our last autocross, I felt that our membership turnout to help with the autocross was astounding. Keep up the good work. The club appreciates it.

Some of our members went to the WSCC Convention in San Diego, and some of us went to the house party at the Altman's. Thanks, Vicky and Ken, it was alot of fun. How did I get home?

There is a '65 yellow Corvette owned by Hal Doramus that should be competing in B Prodified at the end of the month. Good luck Hal!

MILT PIVER

JOHNNIE ON THE SPOT

Well going to the WSCC Convention was a blast and a half, even though a few of us did have a little trouble with our cars on the long drive down to San Diego. But I wouldn't have missed this convention for anything as I had four fun filled days and got to meet many many Corvette people from all over the United States and Canada.

To get down to the action, it all started Thursday night with the convention kick off party at Mickie Finn's where quite alot of beer was tipped. Following the dinner and a great show alot of the convention gang ended up at the Green Onion for some more drinking and dancing till two. Then it was back to the hotel to track down a party, which ended up to be fairly easy to do.

Friday was a busy day starting off with trying to get my head straighten out. Mean while at San Diego Stadium, the Auto-X was in progress and three of our four drivers won their class. Ron & Sharon Trethan took their respected classes and Gary Carlen won Modified and also took TTOD. The afternoon was a bite damp around the swimming pool area as it seemed water was everywhere but in the pool. After a few hours of throwing water and people in the pool everyone finally tuckered themselves out. Then at 7 PM it was time for the convention Welcome Banquet, which wasn't the best meal I ever had but it was different. The band was good and loud and everyone was dancing up a storm till two. There were several hosted party rooms scattered all over the hotel for those persons who do not enjoy sleeping much.

Saturday started early with the Board of Governors meeting from 7:30 AM till 11:00 A.M. The Ralley started at 9 AM and for those who did drive it, they ended up the ralley at the Beach Party with free beer, snacks, sports and games. That night was the G.M. Banquet followed by dancing. The guest speaker was James P. Hamilton, editor of Car Life. Oh. yes,

JOHNNIE ON THE SPOT (Continued)

there were free cocktails sponsored by G.M. for an hour before dinner and I know Gary and I took advantage of it, as we had a few drinks at our table. Following the dinner and dancing most of the people ended up at the hosted party room at the pool area put on by Corvettes of Southern California.

Sunday morning the Concours de Elegance was held at Balboa Park from 8:30 AM to about 12:00. Following the Concour at 1:30 P.M. the Awards Luncheon was held and they announced that we had 41 clubs in attendance from 13 states and one club from Vancouver, Canada. There were many door prizes given away threw out the convention, some of the outstanding ones were a Holley Carburetor and a roll bar which was won by Bud DeCastro. After the luncheon and awards were given out, all you could see on the street were Corvettes heading out for the journey home.

For those who attended the Convention, they had to have had a great time, and at least a three day drunk, cause I'm still trying to sober up even now. Being this was my first WSCC Convention, I have nothing to base my opinion on but a good time and that's what everyone had. In fact now I'm already saving my pennies for 1970 Convention to be in Vancouver, Canada, so see you there.

Don't forget we have an Auto-X to put on September 7th at the Ford Plant in Milpitas. I know it will be a good event too, so I'll be looking for all you hard workers out there.

JOHN FLOTTEN

FROM THE DESK OF ASHLEY BUSH-BOESCH

I was happy to see a great turnout for our Beach Party at Stinson Beach and the usual load of hot dogs and beer was consumed - thanks to the gals of the respective clubs. There was a wide variety of salads to choose from also you bet they disappeared in a hurry.

Say Group, the referee called the game at the end of the first quarter much to the disappointment of everyone concerned. Ron Trethan put up a gallant fight but it seemed it was falling on closed ears. At the time of termination, North Bay was winning 7-0. So congratulations North Bay on your win, but wait til next time. This leaves us tied at 1 game each so the next one ought to be a dandy! After the football game was called on the count of an official who was much less than understanding, things continued with frizbee's and surfboards.

I imagine there are going to be a few stiff and burnt bodies as a result but I think everyone had a good time and are looking forward to the next outing.

ASHLEY BOESCH

FOR SALE - YELLOW BANANA - 1967 Corvette, yellow, 427 cu.in.; balanced and blue printed by S & S Motors; custom outside exhaust; new 12.10 x 15 Buck's tires on 8-1/2" American Mags, \$4,300.00 or better. Contact Bill Geen, phone: 935-2853.

BORED NOTES

The 1970 Corvette will be produced in 1970. It seems that the strike a few months back compiled the orders, so Chevrolet will continue to produce the 1969 Corvette until the middle of December. Then it takes at least a month to shut down, change dies, and start production. And remember, at least 200 dealers will show the new car at the same time. So, the 1970 Corvette in February.

And what changes lie ahead? No, not a mid (rear) engine, just some body line changes and drive line additions. In front, the grill will have lines vertical and horizontal. Like the '67 Vette. As for the side louvers, well, its back to 1963. The louvers will be horizontal and maybe one less. Oh yes, those flared fenders will be factory installed and will be optional.* These will be available for both the 427 as well as the 350. This will help (and legal) all "B" Production SCCA Corvettes of 1968 to 1970 style. Also, look for full header set-ups with factory part numbers for 350 engines.

Next year, the LT-1 will be available with solids, cam, hi-rise, and Holley. Rumor has an air-plenum hood. With side headers, flared fenders, and the factory optional heavy duty suspension, this car will be excellent. Now as for cubic inches, there is more. The L-88 and other 427's will be 454's, and will be accomplished by a stroke.

* The Corvette Fender Extension for 1968 to 1969 Corvettes are the following numbers:

L. H. Front - 3958681
L. H. Rear - 3958683

R. H. Front - 3958682
R. H. Rear - 3958684

FACTORY FACTS

A lot of part numbers that friends give you and say Chevy makes this, can't be found in the parts catalog. But they are there in a special section in front entitled "Heavy Duty Operation Parts for Passenger, Corvette, and Camaro."

These parts include racing components from ZL-1 engines to fiberglass bucket seats for Camaros.

DID YOU KNOW?

Remember those ZL-1 Camaro's? We all knew the factory built them but did we know the how and why?

It seems that if you, a dealer, want something special, you must order a minimum of 50 and it will be processed as a Fleet Order. Just like Yellow Cab, P G & E, Highway Patrol, and other agencies. So Harrell Chevrolet ordered the 50 ZL-1 Camaro's and if you wanted one you had to contact them and not Chevrolet.

RON TRETAN

Delco-Remy-Autolite Type - To determine if trouble is in Generator or Regulator:

Remove wire from "F" or "FLD" terminal of Regulator and connect to ground. Increase engine speed. If indicator shows change -- trouble is in Regulator. If no change -- trouble is in Generator.

AT 55 MILES PER HOUR--DEATH IS QUICK (Taken from NCCC Blue Bars)

How are your driving habits? Out of an automobile crash research at Cornell University Medical College, have come terrifying pictures of what happens to steel and glass, and flesh and blood, in the split-second a human being is being hurled into eternity.

This is a reconstruction of what will happen when your car is traveling 55 M.P.H. and hits a tree.

1/10 Second: Your front bumper and chrome frosting of the grill collapse. Slivers of steel penetrate the tree one and-a-half inches or more.

2/10 Second: Your hood crumples as it rises, smashing into your windshield. The spinning wheels leave the ground. The grill disintegrates. Your fenders come in contact with the tree forcing the rear part to splay out over the front doors. Your body continues to move forward at the vehicle's original speed, a force of 20 times gravity, your body weighing 3,200 pounds. Your legs ramrod straight, snap at the knee joints.

3/10 Second: Your body is off the seat, torso upright, broken knees pressing against the dashboard. The plastic and steel frame of the steering wheel begins to bend under your death grip. Your head is now near the sunvisor, your chest above the steering column.

4/10 Second: The car's front 24 inches are now completely demolished, but the rear end is still traveling at 55 M.P.H. The half-ton motor block crunches into the tree. The rear of the car rises high enough to scrape bark off low branches.

5/10 Second: Your fear-frozen hands bend the steering column into an almost vertical position. Jagged steel punctures lungs and intercostal arteries. Blood spurts into your lungs.

6/10 Second: So great is the force of impact that your feet are ripped from your tightly laced shoes. The chassis bends in the middle, shearing the body bolts. Your head smashes into the windshield. The rear of the car begins its downward fall, spinning wheels digging into the ground.

7/10 Second: The entire body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the seat rams forward hitting you against the steel steering shaft. Blood leaps from your mouth. Shock has frozen your heart. Elapsed time 7/10 of a second.

You are now dead.

GRAN FLANDERS (Taken from the Vette Gazette (DCA) July 1969)

Dear Gran: I am surrounded by bad luck and don't know which way to turn for help. Maybe you can help straighten my life out.

My mother and sister just got busted after a raid on the massage parlor they run. My step-father, an ex-jockey from Budapest has split from mom and run off with a gypsy woman wrestler. My brother, who is near sighted, accidentally burned his gasoline credit card by mistake and just got drafted. After 3 months of working nites stripping cars to build a hot Chevy Vette engine dragster, I'm getting eliminated at the drag strip every Sunday. To top it all off my girl friend just told me she is pregnant (her father is the state champion skeet shooter).

Troubled

Dear T: Try a taller rear end ratio and check for ignition point float.

Gran

CALENDAR FOR AUGUST & SEPTEMBER

AUGUST 31 Auto-X - Competition SCC - Cal-Expo
Sacramento

SEPTEMBER 2 General Meeting of NCCA - G.M.T.C.
San Leandro - 8:00 PM

SEPTEMBER 7 Auto-X - NCCA - Ford Plant Milpitas -
no run groups

SEPTEMBER 14 Auto-X - Championship

SEPTEMBER 21 NCCA Party - Russian River

SEPTEMBER 22 Kaleidoscope Deadline

SEPTEMBER 27 E-Board Meeting - Trethan's - 8:00 PM

SEPTEMBER 28 Auto-X - Competition SCC - Cal-Expo
Sacramento

Gran Flanders (Taken from the Vette Gazette (DCA) August 1969)

Dear Gran: My boy friend never takes me anywhere. He spends all his spare time and money working on his Corvette. He only comes over late at night after he finishes work on his car and expects me to be romantic. He claims he loves me, but I wonder about that gleam in his eye after being second fiddle to a greasy car. What do you think about the situation?

Second Place

Dear S.P.: Honey, those aren't love lights you see, they're tail lights.

Granny

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

Jim Nelson
3843 Carol Avenue, Apt. 216
Fremont, CA 94538
Phone: 657-5212

Terry & Rosalie Johnson
2270 John Court, Apt. 6
Castro Valley, CA 94546
Phone: 537-0332

1967 Silver Blue 300 HP 327 cid

1964 Silver Blue 300 HP 327 cid

She doesn't have much upstairs, but oh--
what a lovely staircase!

- The American Way:
- Condemning a naughty movie--
- Attending to see if it's as shocking as
- advertised -- Kicking because the naughty
- parts have been cut out.
-

MONACO

CORVANNA

Northern California Corvette Association

AUTOCROSS

SUNDAY - SEPT. 7, 1969

FORD MOTOR PLANT
MILPITAS, CALIFORNIA

N.C.S.C.C. - CODE & CLASSES

Participation Plaques - TTOD TROPHY
T.T.O.D. STOCK

REG. & TECH 8:30 to 2:30 pm

Tubes required per N.C.S.C.C. code

Seat Belts required

FEE \$350 PERSON

†600 PER. COUPLE

for further info.

RON christensen 638-8622 E. BAY
Ash Boesch 722-1385 Peninsula