



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

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SHARON TRETHAN, EDITOR

OCTOBER 1969

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"SALTY ALTY'S" BITS & PIECES

FLASH--Roger Boaz has met the Vintage D'elegance challenge and walked away with the overall winners award. Congratulations and good work, Roger!

FLASH--Two yellow bananas have sporty new wheel wells and look almost identical with the rust color paint jobs. Looks good (?) Bill Geen and Hal Doramus.

FLASH--Thank you Joanne & Ernie Elia (past members) for your hospitality at the WSCC meeting held by CNV. We'll be looking forward to next year's BIGGER & Better Vintage D'elegance.

FLASH--Halloween Party. Dave Schwafel house. BYOB and girls, bring your favorite entrees.

FLASH--November 4th meeting -- WSCC policy and the nominating committee report -- November 23rd Donnybrooke Autocross discussion.

FLASH--Marie & Orvil Linder have seen the stork for the second time and again a lovely daughter, Desiree.

FLASH--Jim Weigner finally let us see his well kept secret and a very pretty 1969 Black Beauty Number 3, it is too!

FLASH--Orvil Linder has to get use to another change around his house. His red 1968 Corvette keys now fit a white with an orange racing stripe and a L88 hood.

FLASH--Congratulations Bill Geen on your acceptance into SCAT.

FLASH--Uncle Miltie was seen losing his fluffly!

FLASH--Our membership director is really on the ball getting new members. At the WSCC meeting, he was talking to a gentleman about joining NCCA. As it turned out, the gentleman is the Membership Director of Corvettes of Nappa Valley.

BITS & PIECES (Continued)

1969 was a year in WSCC history to remember. It could be classified as the year of giving. Over the years, WSCC officers have been giving more than themselves of time, businesses, phones and other facilities plus taking out of their own pockets to make ends meet. I think its time we completely understand this council. If prompt newsletters, minutes, flyers and other communications is what we all want, then we want a council that has a workable budget. The moneys proposed at the October meeting may seem a little far fetched to some of you, but stop and analyze the situation. There are over 50 WSCC clubs. They are spread from California to the Mississippi River, to Canada and as far down as the Mexican border. It takes real work to be able to notify all the clubs involved and here's where the good old Bell telephone and the US mail come in handy. But it all takes cash. An insurance which can be used by all member clubs has been proposed. Also the raising of dues to approximately \$5.00 per member car seems to be the easiest means of meeting the proposed budget. Three codes will be in the mail within the next 3 weeks. Two of them are competition codes and one Concourse code. We will be working to bring a common code to WSCC in the coming year. Each club will be asked to give their opinion and ideas on the codes for finalization.

The new policy of the WSCC will be discussed among NCCA members at the November 4th meeting. PLEASE ATTEND!

KEN ALTMAN

Camino Corvettes Little Laguna IX, October 19, 1969, Ford Plant, was a very impressive Autocross. The course was an excellent drivers course with square corners and a tricky gate right after start-finish. The turn out shows the caliber of autocrosses Camino Corvettes puts on and the facilities made available made the day all in all a spectator event not to miss.

WSCC meeting and concour on October 18, 1969 in Napa. A wine day it was, a fun day it was, as far as a turn out, it wasn't. Maybe the rain or the miles scared a few away, but who could forget the dinner and games of last year. WE thank Napa for their hospitality. You did alot of work for few to enjoy, but please continue, you'll be reconized.

KEN ALTMAN

AUTOCROSS - CHAMPIONSHIP - November 2, 1969 - Lockheed presents Polaris Grand Prix VIII
Ford Plant - Milpitas - Trophies and Classes per NCSCC code - Run Groups - Registration
and Tech 8:00 AM to 4:00 PM - \$3.50 per person - \$6.00 per couple

Class Runs:

9:00 - 9:45	MS,CS,HS,LP	1:15 - 2:15	OS,GS,IS,JS
9:45 - 11:30	BP,CP,DP,HP	2:15 - 3:00	MP,GP,IP,JP
11:30 - 12:30	Q, MP,EP,FP	3:00 - 4:00	KS,AS,BS,LS
12:30 - 1:15	NS,ES,FS	4:00 - 4:45	DS,KP,AP,X

DONNYBROOKE WORK SHEET
November 23, 1969

COURSE CHAIRMAN

Gary Carlen A.M.
John Flotten P.M.

GRID CHAIRMAN

Ron Trethan

Workers

Walt Reeder
Clint Mathews
Kerry Jones

Jim Wiegner
Jerry White
Ron Christensen

TECH

Ash Boesch A.M.
Harold Doramus P.M.

TRAILOR

Sharon Trethan A.M.
Milt Piver P.M.

Workers

Samantha O'Brien
Sharon Christensen
Lindy Geen

Deidre Kraus
Jack Irasmith

REGISTRATION

Sue Boesch
Rosalie Johnson

Workers

Hope Irasmith
Judy Kerr

Nancy Mathews

TRAILOR LOADING

Jim Nelson
Roger Boaz

FLAGS

Rod Baker
Mike Tsirlis

SCORING

Nancy Lockwood A.M.
Vicky Altman P.M.

Workers

Gail Piver
Adele Aboaf

Sharon Benninger

TECH & COURSE WORKERS A.M.

Manny Pretti
Jerry Lockwood
Terry Johnson
Roger Kraus

Bob Kerr
Milt Piver
Orvil Linder
Dave Mock

TECH & COURSE WORKERS P.M.

Bill Geen
Dave Schwafel
Bruce Benninger
Tom Nichols

Bruce Skelly
Richard Lee
Joe Aboaf
Woody Lewis

Other members are still needed to relieve and fill in. So if your name is not above, you are still obligated to attend and help out.

Saturday afternoon from 3:00 to 6:00 P.M., NCCA members can set up the course. All are welcome. All workers that last the day, will again be invited to bend elbows at the "Gay 90's". This will be the last championship of the year and it will give us another chance for the "Views Award" for the best autocross of the year.

NOTES FROM THE TREASURER

Sears Point Raceway is located some 30 minutes north of San Francisco and is set in the midst of rolling hills that take advantage of every bit of terrain. The course is very interesting and not really all that slow.

There isn't really a straightaway; just stretches of the road where it doesn't curve very much. The start-finish line is at one of these almost straight places. Right after the line there is a flat out left hander, uphill, which continues on into a gentle curve to the left, abruptly changes direction to the right, then levels off with the camber in the road going the wrong way. Now in 5th gear approaching #2 Shut Off Marker, then brake hard and slip into 3rd gear. Charging hard out of this corner (number 3) we barely catch 4th gear for about a second, then back down to 3rd, brake hard again and get ready for the little dip at the bottom of the hill after which we set the car in a drift for the blind right hander next in line. Coming out of this corner the car gets quite light as the road drops down again and there is a tendency for the car to drift off the road to the left. CAREFUL - nothing in your mind but be careful. At the bottom of this hill the road turns to the right, a second gear corner, and one of the only places on the course where you can use all the power coming out that you can get. Change gears at 7500 RPM through 2nd, 3rd and reaching 7200 in 4th before braking for the next one, a left-hand 180 degree corner which comes down to a straight stretch of road. It's 3rd gear through here. We get 7800 in 5th on the short straightaway before going all the way down for the slowest corner of the lot, a flat U shaped curve with a tight exit ~~that~~ leads to the esses. The first left curve has to be taken slowly so that we will be on the right part of the road to get through the next curve, a jerky right hander. One should start to charge here and through the last corner of the esses, flat out, bearing to the left in 5th gear going careful of a great big dip in the road. Just past the dip is the apex of the next corner, a right handed 5th gear bend leading to a short straight. The last corner of Sears Point is a big U turn with nothing but a wall on the outside and no visible markers on the inside.

If you have an urge to do this, you can! All you have to do is buy a Formula 'A' Gurney Eagle like owner Malcom Stars. By the way, this car and it's driver John Cannon are 4th in the current Formula 'A' standings. And you knew that no Corvette had five forward speeds --- didn't you?

ROD BAKER

FOR SALE - 1968 Green Roadster Corvette with L88 Hood, 4 barrel (L-88), headers into stock system, automatic transmission, L88 engine ??? (all ordered from factory)
\$4,300 Contact Bill Geen 682-2000

FOR SALE - 1967 White Coupe Corvette 327-350, 4 speed, new paint job, Stock, body in excellent condition, \$3,100 Contact Bud Soderer 682-8673

NCCA had a little social after the WSCC meeting. The Boaz, Piver, Carlen, Altman, and Trethan families were sitting around drinking champagne that Roger had won for the Concour. Thank's Roger!

UNCLE MILTIE

After watching a tremendous Trans-Am race at Sears Point last month, I got an idea that possibly NCCA could rent the course for a closed event and possibly invite all of the Bay Area Corvette Clubs. Well, after a few phone calls, I was able to talk to Mr. Steve Castoldi, Vice-President and Director of Events at Sears Point. Mr. Castoldi told me that the rest of this year was out of the picture because SCCA was holding driver schools, and the drag races are in full swing. Different tire manufacturers are going to be using the course for tire testing and last but not least the course is going to be under construction. They will be making permanent rest rooms and catering facilities. They are also going to plant grass on the hill where the Corvette Corral was. Mr. Castoldi felt that it might be possible to procure the site in mid 1970. When asked about insurance he said there would be no problem obtaining insurance. Particulars involving insurance, track rental fee, and an ambulance service would be worked out at the time of obtaining the track. So, at the start of next year we will work on renting the track for our closed event. I personally feel, talking to Mr. Castoldi, that there is a strong possibility of getting the course. By the way, I thanked him in behalf of NCCA for providing us with the Corvette Corral. He said it was his pleasure to do so. I asked him if the Corvette Corral site was going to be permanent. He said "no", and that he thought it would probably be between turn 3 and 4, just above the Mustang Corral.

Now I would like to talk about a very poor subject as far as I'm concerned. Ken Altman, Rod Baker, Jack Irasmith and myself saw the first proto-type NCCA Japanese made car bar badge. It was sent here for us to determine weather we wanted them in the manner they were made. It was decided that the blue background on the emblem was too dark so we requested that the Japanese firm lighten the color to match the sample car badge we sent them. So members, we're still waiting for those (I guess hand made) car bar badges.

While Ken Altman was writing to McLoone Silkscreen, Inc., in Wisconsin about our event dash plaques, we decided to get a bid on our small trophy bugs. As of this date, there has been no word.

In checking around about the lettering for our club shirts, I came up with a lower cost bid from Acme Trophy. Also the time involved is only 3 days in comparison to 2 to 3 weeks. So, Gang, I guess we'll go to Acme to have our shirts lettered.

Congratulations to Roger Boaz for taking the overall trophy at the WSCC Concour in Napa.

And Members, don't forget on November 23rd, NCCA will host a Championship Autocross. Now put the date down in your calendar.

As was voted on at the last meeting, officers' mugs and the president's gavel are on order.

At the October general meeting I asked for a list of members not receiving Corvette News. For those of you on this list, I have mailed a letter to Michigan and you should have the next issue. Any members not getting Corvette News, please contact me and arrangements will be made to have you on their mailing list. If you have moved recently, please inform me.

MILT PIVER

" HAPPY PUMPKIN DAY "

MEMBERSHIP DUES ARE DUE FOR 1970

For those of you who wish to remain members in 1970, checks should be made payable to NCCA before December 31, 1969, and mailed to either:

Rod Baker, Treasurer
1317 Regent Street
Alameda, CA 94501

OR

Milt Piver, Membership
Director
19139 Christensen Court
Castro Valley, CA 94546

Members \$12.00

Associates \$10.00

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

Signature _____

Address _____

Phone _____

P.S. Remember, help next year's Membership Director to have an easier job.....pay your dues early.

MILT PIVER

JOHNNIE ON THE SPOT

Well gang, another month has past by and I don't really have too much news as of lately I've been kinda out of touch with the Vette Set. Although it seems Roger Boaz isn't as he entered his Corvette in the Nappa Valley Vintage D'elegance and took first overall. Congratulations Roger! I bet it took alot of time and hard work in preparing your Corvette. Also another congratulations goes out to Hal Doramus for getting his Corvette back together. So your autocrossers look out as Hal's back!

If anyone has any ideas that we could submit to Corvette News on an article about our club, please let me know as all ideas are appreciated.

Don't forget our Halloween Party on November 1st at Dave Schwafel's. It should be real spooky and I'll be looking for all of you there and at our next general meeting on November 4th. Also we have our Championship Autocross on November 23rd, so let's all try to make it as it's a big job putting on a championship event.

JOHN FLOTTEN

I C E
H O C K E Y
N I T E
N O V . 1 2
8 P M

TICKETS \$ 3 50 EACH WILL BE
AVAILABLE AT MEETING
ON NOV. 4TH G.M.T.C.

CALENDAR FOR NOVEMBER

NOVEMBER 1 Halloween Party

NOVEMBER 2 Auto-X - Championship - Lockheed -
(See details enclosed)

NOVEMBER 4 General Meeting of NCCA - G.M.T.C.
San Leandro - 8:00 P.M.

NOVEMBER 9 Auto-X - Cal Expo - Sacramento
(See enclosed flyer)

NOVEMBER 12 Social - Ice Hockey

NOVEMBER 16 Auto-X - Cal Expo - Sacramento

NOVEMBER 17 Kaleidoscope Deadline

NOVEMBER 23 Auto-X - Championship - NCCA

BOARD NOTES

PENSKE'S DRIVERS TO JOIN AMERICAN - October 22, 1969, Associated Press

Roger Penske of Philadelphia, who heads one of America's most successful auto racing teams, will join American Motors for the 1970 season, the Associated Press learned today.

Penske and AMC are expected to announce a five-year deal at a news conference scheduled in Los Angeles Wednesday. The contract is said to involve as much as \$5 million.

Under the agreement, Penske and his star drivers Mark Donohue and Ron Bucknum will campaign AMC's Javelin cars on the Sports Car Club of America's Trans-American sedan circuit.

With the 31-year-old Donohue winning six races and Bucknum two, the Penske team delivered the Trans-Am manufacturers cup to General Motors' Camaro this season for the second year in a row.

Previously, Donohue, a Brown University engineering graduate, had won the U.S. road racing crown two years in a row in Group 7 sports-racing cars powered by Chevrolet engines.

The Penske team also was the top U.S. threat in the rich Canadian-American Challenge Cup series during the 1967 and 1968 seasons.

It will be the second big deal signed for the 1970 Trans-Am series which features Detroit's "pony" cars of the Mustang and Camaro class.

Dan Gurney, the top U.S. star in international racing circles, announced last week he has agreed to race a team of Barracudas for Plymouth next year. Plymouth pulled Gurney away from a long-time association with Ford.

Announcements are expected to come later concerning a team to race Dodge's new Challenger. General Motors, meanwhile, is expected to continue its Trans-Am operations with a new team.

American Motors fielded teams of Javelins on both the Trans-Am and NASCAR Grand Touring circuits this year.

It had little success in the Trans-Am but veteran driver Jim Paschal posted five victories on the southern GT circuit.

RON TRETHAN

"LAST CHANCE '69"



SVSCC Championship
NCSCC SANCT.

AUTOCROSS

Sponsored by CORVETTE OWNERS CLUB OF SACRAMENTO

at CalExpo parking lot A
just off interstate 80
in Sacramento

NOVEMBER 9, 1969

"RAIN OR SHINE"

DASH PLAQUES

1 PRACTICE/2 TIMED RUNS

FIRST PLACE GUARANTEED IN ALL CLASSES

(TROPHIES PER SVSCC CODE)

TTOD

TTOD-STOCK

TTOD-WOMEN

OPEN EXHAUST OK

SOME LOANER HELMETS AVAILABLE/HELMETS AND SEAT BELTS REQUIRED

NO TUBELESS TIRES (EXC. RACING TUBELESS) EXCEPT STOCK

\$3.50 PER DRIVER

\$6.00 PER COUPLE

REGISTRATION AND TECH OPEN AT 8:30 A. M.

REGISTRATION CLOSES AT 3:00 P. M.

CLASS RUN SCHEDULE

G/S	9:00 - 9:15	B/P	11:15 - 11:35	F/P	12:50 - 1:10
G/P	9:15 - 9:35	A/P	11:35 - 11:55	J/P	1:10 - 1:20
C/S	9:35 - 9:55	M/P	11:55 - 12:05	D/P	1:20 - 1:40
K/P	9:55 - 10:15	F/S	12:05 - 12:15	I/P	1:40 - 2:00
A/S	10:15 - 10:35	E/P	12:15 - 12:25	L/P	2:00 - 2:15
B/S	10:35 - 10:55	E/S	12:25 - 12:50	D/S	2:15 - 2:40
H/P	10:55 - 11:15			C/P	2:40 - 3:00

ALL TIMES ARE APPROXIMATE, BE EARLY!!! NOT LATE

FOR FURTHER INFORMATION CALL:

TOM RAMRATH- 916-363-4598

DICK HAMMER- 916-363-1973



N.C.C.A.

N.C.S.C.C.

CHAMPIONSHIP AUTOCROSS

NOV. 23, 1969

CC

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DONNY BROOKE

ALAMEDA COUNTY FAIRGROUNDS - PLEASANTON, CALIFORNIA

TROPHIES AS PER NCSCC CODE & TOP TIME OF DAY

XMAS TREE AWARD

PARTICIPATION PLAQUES

REGISTRATION & TECH OPEN 8:30 A.M.

FEE: \$3.50 per driver - \$6.00 couple

MUST BE 18 YRS. OLD WITH VALID DRIVERS LICENSE

SELT BELTS & HELMETS REQUIRED

TUDED TIRES AS REQUIRED BY THE CODE

HELMETS AVAILABLE AT COURSE

MUFFLERS REQUIRED

RUN BRACKETS

Bracket No. 1 - Time 9:00 to 11:00 A.M.

Bracket No. 3 - Time 1:00 to 3:00 P.M.

Classes IS, JS, NP, GP, IP, JP, OS, GS

Classes HS, LP, BP, CP, DP, HP, MS, CS

Bracket No. 2 - Time 11:00 to 1:00 P.M.

Bracket No. 4 - Time 3:00 to 5:00 P.M.

Classes BS, LS, DS, KP, AP, X, KS, AS

Classes EP, NS, ES, FS, Q, MP, FP

NOTE: GRID CLOSSES ONE HOUR AFTER START OF RUN BRACKET

For information call - Ken Altman (415) 531-5383