



# Kaleidoscope

## NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9, 1957

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SHARON TRETHAN, EDITOR

DECEMBER 1969

PRESIDENT  
KEN ALTMAN

SECRETARY  
SUSANNE BOESCH

TREASURER  
ROD BAKER

### DIRECTORS

MEMBERSHIP  
MILT PIVER

PUBLIC RELATIONS  
JOHN FLOTTEN

SOCIAL  
ASHLEY BOESCH

PUBLICATIONS  
SHARON TRETHAN

BOARD MEMBER AT  
LARGE  
RON TRETHAN

### "SALTY ALTY'S" BITS & PIECES

FLASH--Congratulations Bob Allenby for your two new offices; Camino President and NCSCC Vice Chairman. Lot's of hard work involved, but Good Luck, Bob.

FLASH--Bill Miller is caught! She must really be something to get the rascal. Congratulations Bill & Vita Fay on your November wedding and many years of happiness from your NCCA friends.

FLASH--Now it's a two Corvette family because Gene Bothello has finally wed Barbara Black! Congratulations, also and may we wish you the same happiness.

FLASH--Bill Geen is alive and well and living in a Big Red Apple!

FLASH--Roger Boaz deserves the Bad Luck Charlie award for November. A blown engine. (In the Vette.)

FLASH--Rod Baker isn't slow, just meticulous or just plain ridiculous! (Start up time postponed because of rain!)

FLASH--R.T. just took his engine out to clean it. THAT'S ALL! (New engine arrives Christmas week!????)

FLASH--The All Corvette Drag Meet in Orange County, January 11th isn't for the average Corvette owner. You'll need a scatter shield this year. Contact Ken for further information.

FLASH--DONNYBROOKE A SUCCESS!

FLASH--Old Lady T. says it's a vest!

FLASH--Dave Schwafel and Kerry Jones will have a surprize for next year's autocross competition.

FLASH--January 10th is the Installation Dinner at the Elegant Farmer in Jack London Square. Try to attend!

FLASH--Congratulations Dave Schwafel. I understand you're to be next year's Speed Events Rep.



BITS & PIECES (Continued)

FLASH--Joe Dyer is the new NCSCC Chairman. Congratulations.

FLASH--The WSCC meeting on December 6th was a success as far as I'm concerned. The Altman's had guests all weekend and was it a ball! The WSCC members got an autocross code for next year and we're having a meeting on By-Law Changes on January 3rd in L.A.

FLASH--Southern Californians attended the WSCC meeting and got lost. They took a long bridge ride, twice; ended up on E-Z Street at a fruit farm and came away with a cucumber!  
NOTE: We're saving our cucumber to give to you at the Golden State Grand Prix.

FLASH--Gary Carlen makes the Big Change to a 1966 B Stock Corvette. He plans to get the jump on the competition! Look out BS.

FLASH--The other end of the Big Change is that Hank Lopez now owns the green weeny of Gary Carlen. I understand it's getting a face light though. Good Luck Hank. You and Rod will be strong contention in CP next season and with little or no fuss, you'll have an orange companion.

FLASH--Other clubs want to know why NCCA does so well--we work together for one goal; to better our club and if we better our club, we better our person!

FLASH--Attention: Corvette News - All big tire Corvettes of NCCA be ready by the first championship so that pictures can be taken for an article in CN. To meet the occasion, our slogan will be "I'll bet you can't out tire our club".

"NOSTALGIA TIME"

Look again and it's there; look again and it's gone.

That was my two terms as President of NCCA. These past years I've worked hard to bring our club together and to re-establish our prestige.

One of our biggest assets, I feel, was rejoining the Northern California Sports Car Council.

Secondly, was the many officers that have given of their time and effort.

Third was the many new faces that make for an easier turnover.

In the last two years we're really established ourselves in the competition field, which is something to be proud of. NCCA has won the NCSCC individual championship, the WSCC overall championship two years running, the two overall concourse championship in Napa, the Tecati championship and in hillclimbs, with overall wins. We have run some ten NCSCC sanctioned events with all good turnouts. NCCA, wherever it maybe, has the competitive edge and in that sense has re-established it's name.

The new members, many in number, which have filtered in over the last two years, have done well in adding to our success. They are a part of a going thing! It's kind of hard now to say who is new and who isn't, because everybody takes an active part whenever they can. That's why I can say with all the new members we have, with all the good people, it's real easy to step down from office. I can just say that it's been a pleasure in meeting you, socializing with you and working for you and competing with you over the last two years as your President.

Many thanks for two fine years,

KEN ALTMAN

"MY TURN"

I, too, am here to say goodbye as Mrs. President. It's been a hectic, busy, rewarding, fighting, happy, trying, partying two years for me. I won't say that I'm sorry to see Ken turnover the Presidency to Milt, because we both can use the rest!

Gail, good luck and my best to you in your new role. Ken and I will still be around and eager to help out in anyway we can. We've made many new friends and for that we are grateful.

May we all have a Happy Holiday and a Prosperous New Year.

VICKY

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ELECTION RESULTS:

On December 2, 1969, the following people were elected to office. On January 1, 1970 they will take office.

PRESIDENT:	MILT PIVER
VICE PRESIDENT:	KEN ALTMAN
SECRETARY:	NANCY LOCKWOOD
TREASURER:	JERRY WHITE
SOCIAL:	JOHN FLOTTEN
MEMBERSHIP:	WALT REEDER
PUBLIC RELATIONS:	TERRY JOHNSON
PUBLICATIONS:	SHARON TRETHAN
BOARD MEMBER AT LARGE:	RON TRETHAN

Congratulations team. I for one am looking forward to next year with a lot of ideas for the continuing success of our club. For those of you who are not officers and wish to help make NCCA maintain it's number Corvette Club position, please contact your new officers for a committee chairmanship.

KEN ALTMAN

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ACTIVITIES:

As activity has it, this last month was the end of the autocross season for 1969.

Our Donnybrooke event was the last championship of the NCSCC year. The Christmas Tree award was won by Frank Leary of Continentals.

The course was excellent and was rerun 63 times to prove it. Gary Carlen has got to be commended. Some say NCCA did more with Pleasanton than most clubs do with Milpitas! There were 192 entrants, 56 of which were Corvettes. 22 of them were Club members. We gave out 32 trophies including TTOD. Dash plaques were on hand and the results were mailed the Tuesday after the event, thanks to Vera Carlen's fast typing hands.

NCCA MEMBERS IN TOP TEN OF DONNYBROOKE

2nd Ken Altman  
4th Dave Schwafel

8th Roger Kraus  
10th Mike Tsirlis



ACTIVITIES (Continued)

Results from Donnybrooke

CLASS AP

1 Ken Altman  
2 Dave Schwafel  
4 Bill Geen  
5 Dave Mock

CLASS AS

2 Manny Pretti  
5 Orvil Linder

CLASS BP

1 Roger Kraus  
3 Mike Tsirlis  
5 Harold Doramus  
6 Jim Wiegner  
7 Kerry Jones  
8 Milt Piver

CLASS BS

3 Ash Boesch  
6 Jim Nelson  
8 Terry Johnson  
10 Hank Lopez

CLASS CP

2 Gary Carlen

CLASS IS

8 Roger Boaz

CLASS LP

4 Gail Piver  
5 Julie Lewis  
6 Samatha O'Brien

This was the last championship so start now to prepare your cars for next season and let's get the jump on your competition. The first championship of next year will be on February 8th by Continentals. NCCA has secured January 25th at Milpitas for an autocross or practice session. Suggestions wanted. Please call Ken Altman 531-5383.

FINAL STANDINGS IN NCSCC

OVERALL

3 Mike Tsirlis  
9 Kerry Jones  
11 Bill Geen  
Ken Altman  
14 Gary Carlen  
15 Dave Schwafel  
17 Roger Kraus  
23 Ron Christensen  
Harold Doramus  
29 Sharon Trethan

CLASS AP

2 Bill Geen  
5 Ken Altman  
6 Dave Schwafel  
7 Ron Trethan  
9 Dave Mock  
12 Sharon Trethan  
17 Jack Ginter

CLASS BP

1 Mike Tsirlis  
3 Kerry Jones  
4 Roger Kraus  
7 Ron Christensen  
9 Milt Piver  
10 Harold Doramus  
11 Bruce Benninger  
12 Jim Wiegner  
19 Bob Kerr

CLASS CP

2 Gary Carlen  
9 Rod Baker

CLASS IP

11 Jim Clott

CLASS JP

7 Joe Aboaf

FINAL STANDINGS IN NCSCC (Continued)

CLASS KP

3 Sharon Trethan  
11 Sue Boesch

CLASS LP

8 Gail Piver  
13 Sharon Christensen  
14 Vera Carlen  
16 Julie Lewis  
18 Samantha O'Brien

CLASS NP

8 Adele Aboaf  
10 Helen Clott

CLASS AS

1 Orvil Linder  
2 Manny Pretti  
3 Ron Wilson  
4 John Flotten  
10 Harold Doramus

CLASS BS

1 Ash Boesch  
6 Sue Boesch  
8 Jim Nelson  
12 Jerry Lockwood  
19 Ron Gray  
25 Hank Lopez

CLASS MS

4 Deidre Kraus

TEAM SCORE

2 NCCA Team No. 1  
7 NCCA Team No. 2  
18 NCCA Team No. 3  
20 NCCA Team No. 4  
24 NCCA Team No. 5

Congratulations to all you winners and to all that participated in this year's championship autocrosses. We've done a good job taking three first, three seconds and three thirds plus a third overall and second place finish for our Team No. 1 and two club par's.

KEN ALTMAN

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NORTHERN CALIFORNIA CORVETTE ASSOCIATION  
GENERAL MEETING MINUTES DECEMBER 2, 1969

The meeting was called to order by Ken Altman, President at 8:10 p.m.

All members and guests attending introduced themselves.

The minutes were approved as published.

Treasurer's Report - Rod Baker reported the net profit from the Club's autocross and reported a small loss from the hockey game.

Activities Report - The All Corvette Drag Meet was discussed and Ken pointed out that some cars will be required to have scatter shields. There will be money prizes and it will cost \$4.50 per entry.



GENERAL MEETING MINUTES DECEMBER 2, 1969  
(Continued)

Activities Report - Roger thought that it would be a good idea to get organized this year as far as who runs what class.

Ken had the results available from NCCA's event and read off the club members placing.

Gary Carlen thanked everyone who helped at the Autocross including the great assistance we received from Nappa Valley Corvettes. There were 192 entrants and 63 reruns. 66 cars were corvettes.

Social Report - Ash Boesch told everyone that NCCA is hosting the WSCC meeting on December 6th and it is important that everyone able to come shows up to help. Ken said he needs a definite count on how many will be attending as the club must guarantee a certain amount. He would take a count later on in the meeting.

Ash reminded everyone about the Christmas Dinner and Dance on December 13th at the Castaways. The club is buying the wine and having a jukebox. He also said the deadline for reservations is December 8th.

The Installation Dinner is scheduled for January 10th at the Elegant Farmer in Jack London Square and the price is \$7.00 per person.

Membership Report - Hank Lopez and Bob Warnke were brought in as new members. Milt reported that the new bugs had arrived as well as new bar badges. Some were passed out to those members not receiving them when they joined the club.

Officers mugs and gavels are also on order.

Milt has written a letter to Corvette News requesting binders.

Public Relations Report - John Flotten reported on the thank you notes written and sent to date. He also said that Ron Asher of Big O Tires and Ron Giblem of the Chronicle have been invited to be the Club's guests at the Christmas dinner.

Publications - Sharon Trethan announced the deadline for articles for the Kaleidoscope as December 22, 1969.

Speed Events Report - Milt Piver gave the report and told members that we have two dates for the first part of next year; both are non-championship. The dates are March 1, 1970 and June 7, 1970.

There were some new changes proposed and Milt explained those changes effecting Corvette classes. The only change opposed by the club is the combining of A and B Stock classes. All other points are agreed upon.

Council Report - Ron Trethan reported that there will be a trophy for first place and a plaque for second place for the winners of this year's classes. Also, elections are being held this Friday night at the Blue Dolphin.

Old Business - There was no old business to report.

New Business - A recommendation was made to change Article VI Section A Part D Paragraph 4 of the By-Laws. The change has been printed in the Kaleidoscope and is to be voted on. The recommendation reads, All Checks drawn upon the funds of this organization shall require two signatures and be signed by Treasurer and President or Vice-President.

The by-law change passed thirty-three to zero.

GENERAL MEETING MINUTES DECEMBER 2, 1969  
(Continued)

New Business - Election of the Club's officers for 1970 was in order. Ken announced that each nominee would be given two minutes to introduce himself and briefly state his reasons and qualifications for the prospective office.

President

Ron Trethan - Nominating Committee  
Milt Piver - by Terry Johnson and Roger Boaz  
Gary Carlen - by Rod Baker and Bud DeCastro  
Ken Altman - by John Flotten and Vicky Altman

Milt Piver won on majority vote

Vice President

Ken Altman - Nominating Committee  
Dave Schwafel - by Rod Baker and Ron Christensen

Ken Altman was elected.

Secretary

Nancy Lockwood - Nominating Committee  
Vicky Altman - by Sue Boesch and Roger Boaz

Nancy Lockwood was elected.

Treasurer

Jerry White - by John Flotten and Vicky Altman  
Roger Boaz - by Milt Piver and John Flotten

Jerry White was elected.

Social Director

John Flotten - Nominating Committee  
Gary Carlen - by Rod Baker and Bud DeCastro

John Flotten was elected.

Membership

Walt Reeder - Nominating Committee  
Rich Lee - by Roger Boaz and John Flotten  
Vicky Altman - by Lindy Geen and Nancy Lockwood

Runoff - Walt Reeder and Vicky Altman

Walt Reeder was elected.

Public Relations

Terry Johnson - Nominating Committee

Terry Johnson won on nominations.



GENERAL MEETING MINUTES DECEMBER 2, 1969  
(Continued)

Elections (continued)

Publications

Sharon Trethan - Nominating Committee

Sharon Trethan won on nominations.

Board Member at Large

Hal Doramus - Nominating Committee

Jack Irasmith - by Terry Johnson and Nancy Lockwood

Ron Trethan - by Rod Baker and Sharon Trethan

Mike Irish - by John Flotten and Ken Altman

Roger Boaz - by Jerry White and John Flotten

Vicky Altman - by Lindy Geen and Sharon Benninger

Runoff - Hal Doramus and Ron Trethan

Ron Trethan was elected.

Ron Trethan gave a brief talk introducing Ed Whipple to new members and guests. Ed is the custodian at the G.M. Training Center and has helped NCCA in holding it's meetings. Ken presented Ed with a check and thanked him for his services. Ed announced his retirement in February and thanked all of us for the gift.

Announcements

Club dues are due by December 31, 1969.

Vicky Altman is looking for a prior 1960 Corvette.

Rod Baker is looking for a 1960 or earlier Corvette hardtop.

Gary Carlen wants a 1965 FI Coupe.

Ken asked for a show of hands of all those planning to attend the WSCC meeting.

The meeting was adjourned at 10:30 p.m.

Respectfully submitted,

SUSANNE BOESCH

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CHANGE OF ADDRESS

Ashley & Sue Boesch  
340 Liberty Street  
Apt. 14  
Petaluma, CA 94952  
(707) 763-7341

Hal Doramus  
9931 Lawlor Street  
Oakland, CA 94605  
(415) 638-4814

Mike Tsirlis  
1802 - 15th Street  
San Francisco, CA  
94122



## NOTES FROM THE TREASURER

So you just bought a hot Z-28 Camaro and you figure with a few nights work you can tackle Roger Penske, Mark Donohue and Company, well not yet! Stick around, get out your pocketbook and let's look at how a leg (illegal) Trans-Am car is built. Oh, pardon me, look at how part of it is built.

Number one point to remember is that you are shooting for 2900 lbs. total weight. Not just 2900 lbs. period, that's with 48% of that on the front wheels and 52% on the rear. Not all that easy when the car comes with this distribution reversed.

Automation Industries of Gardena, California can help you with the overall weight problem. These are the only people who can acid dip an entire body and frame section. Send along the new unmachined blocks and cylinder head castings too. That's right, I said rough castings. Sixty pounds off the engine before it is finished machined is sorta like a semi-aluminum engine huh! And you thought tricky Dick was the only sneaky one.

Keeping in mind the 48% front and 52% rear weight problem that means that everything in front is built feather light and everything in the rear could be truck parts. Or you could put a double floor in the trunk compartment and a heavy firewall between the driver and the heavy fuel tank.

Now that you've spent a couple of months on your weekend project you ought to check on the motors that you sent to Traco Engr. in Culver City. Oh, by the way, when you ship them don't forget to send all those neat homologated horsepower makers such as twin giant holly 4 barrel carbs and factory (?) aluminum ram manifolds.

Notice that I said motors, your going to need 3. That's one in the car, one in the transporter (ha - more bucks) and one in Traco's shop being rebuilt after each race.

Now that your Public Relations firm has found a rich sponser to help you with a few of the odds and ends that keep the petty cash out of your pocket, you should try and find a fuel company too. You see, what the fuel companies call summer blend fuel (103-104 octane) no one seems to have. So you had better be able to get ahold of a few barrels of this stuff when you decide to go play.

SCCA allows 1/2" tolerance on wheelbase deminsion. Nobody said that as long as you didn't move the suspension points you couldn't shim the front suspension forward 1/2" and shorten the front half and lengthen the rear half of the rear leaf springs 1/2". Now aren't you smart. You just moved the body back 1/2". Helped your weight distribution a bit, didn't you?

Well, now we've pushed the whole car backward, changed the wheelbase, changed the geometry, now what do we do with the track width. During tech inspection you want 0° camber because that's how they check track width. But before the race set it for negative camber because this helps the handling during cornering. This will give you a flat tire patch on the ground when you need it most even though it looks knock-kneed on the straightaways. If somebody questions you after the race, your reply might be, "Gee, I really don't know. Guess I must have hit a bump or ditch or something".

But even if you decide that you don't want to spend anymore than the \$4000.00 you've spent already, a Camaro is still not a bad street machine. As long as you stay on the street!

ROD BAKER



UNCLE MILTIE

During this last year our club has taken in thirteen new members. Due to the transition of paper work between the new and old board, we also brought in eight additional members, who were in print and paid for in 1968. So technically we brought into our association a total of 21 new members for 1969. Because of the names in print in this Kaleidoscope, next year's figures should look just as high.

This last year we have had quite a list of guests attend our meetings. Many of them were guest speakers and many of them were members of other Bay Area Corvette clubs. Out of the guests that were prospective members, we have taken in 2 out of every 5 guests. I think this is about average for the last couple of years. At the close of this year we now have a 54 car club with 53 of them being Corvettes, and a total membership of members and alternates and associated members of 86 active club members. I would like to see this figure up over a hundred next year. I think we can do it.

At this time I would like to thank everyone who made it possible for me to serve the club as your Membership Director for 1969. I would also like to thank the new members that so patiently waited for 8 months or more for there car bar badge. And thanks to everyone who has worked on the growth of our membership.

Now I would like to introduce Walt Reeder. Walt is our Membership Director for 1970. I would like everyone to support Walt in the same manner you have supported me. Thank you!

I hope that everyone has a happy and prosperous New Year. See you at John Flotten's for a party to celebrate the Frantic First!

MILT PIVER

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JOHNNIE ON THE SPOT

I would like to thank all of the club members who helped me with my office this year. I sincerely hope that all of you will give Terry Johnson your new Public Relations man the same support.

On behalf of NCCA, I would like to thank all of the Bay Area Sports Editors for helping tremendously this year with publicity.

New Years Eve Party                    Place: John Flotten  
    Time: 8:30 p.m.  
    Dress: Cocktail/Turtleneck, sportcoat or anything  
    B.O.Y.B. and mix

New Years Day Brunch            Place: Samantha O'Brien  
    Time: 8:00 a.m.  
    Dress: Casual  
    Please RSVP and Sammy will tell you what to bring

Installation Dinner, January 10, 1970 at the Elegant Farmer in Jack London Square. Cocktails 6:30 pm and Dinner 8:00 pm. Dinner complete with tax and tip \$7.00 per person.

General Motor's Tour at Fremont Plant, 45500 Fremont Blvd., January 29, 1970. Tour starts promptly at 7:00 p.m. so try to be there at 6:45 p.m. Pizza and beer after at the House of Pizza right across from Cloverleaf Bowling Alley in the Fremont Center. Right off the Fremont Blvd.

JOHN FLOTTEN



FROM THE DESK OF ASHLEY BUSH BOESCH

This gang will be the last little note from the Desk of Bush Boesch for Social reporting. There is a new and swingin' man at the helm in the person of "Budweiser John Flotten" - so button down the hatches and look out for the coming year. It's bound to be a Goody!

I would like to thank all the past gang for the help they gave me in suggesting and organizing the socials of last year.

Our last blast before the New Year was at the Castaways on Coyote Point, San Mateo. The Annual Christmas Dinner was a great success. There were great door prizes, good food and fantastic music thanks to John Flotten and his swingin' tape deck. It was a gala affair and 45 people had a great time as they started out the 1969 Holiday Season. Merry Christmas and Happy New Year.

ASHLEY BOESCH

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BORED NOTES

SO YOU WANT TO GO RACING

Next year, Chevrolet will offer you a ZR-1 and a ZR-2. Both cars will not be available with power windows, power steering, air conditioning, audio alarm system, rear window defroster, wheel covers, and radio. But they will cost more because you have to also order with each car: HD close ratio 4-speed, HD power brakes, full transistor ignition system, special springs with matching shock absorbers, special front and rear stabilizer bars, and positraction rear axle. The ZR-1 will be a 350 cu.in. 370 HP, and the ZR-2 will be a 454 cu. in. 460 HP. Both cars will be available with flaired fenders and outside exhaust. See you at the track!

AND NOW FOR THEIR NEXT ACT

This line has been tagged to the Cap't Nice and Penske crew for their move to AMC and the Javelin Trans-Am racing next year. But, how did they do it least year. Read all about it in CAR LIFE January 1970, Volume 16 Number 2.

CHANGES FOR 1970 CORVETTE

A few minor exterior changes will be made for the 1970 Corvette. The grill will have the lattice (checkerboard) style and some different louvers will be incorporated. Also, the tail pipes will, for the first time, be a rectangular shape. And some chrome trim changes will be all that will be noticeable from the outside.

For the first time, the interior will be offered in 2 styles. One will be the standard vinyl and the other will be the deluxe leather. The deluxe will also have extra interior trim changes.

MOVIES OF THE MONTH

Two movies will be shown at the February 3rd meeting:

1) Stirling Moss

2) LeMans 1957

BORED NOTES (Continued)

MIGHTY MOUSE

The original 265 on the outside is now 400 cubic inches on the inside. From 1955 to 1970 the same basic engine has gone from a lively 162 BHP to an astonishing 600 BHP in unblown racing versions.

Listed below is a breakdown of the Mighty Mouse thru the years.

<u>YEAR</u>	<u>CU.IN.</u>	<u>BORE</u>	<u>STROKE</u>	<u>MAIN BRG.</u>	<u>ROD BRG.</u>
55-56	265	3.75	3.00	2.30	2.00
57-67	283	3.88	3.00	2.30	2.00
62-67	327	4.00	3.25	2.30	2.00
67	302	4.00	3.00	2.30	2.00
68-70	307	3.88	3.25	2.45	2.10
68-69	327	4.00	3.25	2.45	2.10
67-69	350	4.00	3.48	2.45	2.10
70	350	4.00	3.48	2.65	2.10
70	400	4.00	3.75	2.65	2.10

WHAT'S HAPPENING? Taken from Hot Cars

Chevrolet's new 400 cubic inch small block V-8 really looks as if it has a lot potential. Years ago the 301 was considered big for Chevrolet; then came the 327, which was unreal; and the 350, which was just unbelievable. But now the small Chevrolet block has been punched and stroked to give 400 cubic inches. This is all from a cylinder that was originally designed to add up to 265 cubic inches back in 1955. Chevrolet's amazing ability to get maximum performance out of their engines for a period of fifteen years certainly must give Chevrolet engineering a well-deserved feeling of achievement.

RON TRETHAN

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

Larry Wong  
419 Juana Avenue  
San Leandro 94577  
(415) 483-5549  
1969 Green Coupe  
427 CID, 390 HP

George Kord  
521 Upton  
Redwood City 94062  
(415) 369-5673  
1966 Maroon Roadster  
427 CID, 425 HP

Clark Nelson  
2650 - 109th Avenue  
#2  
Oakland 94603  
(415) 635-9808  
1969 Silver 350 HP



CHRISTMAS PARTY 1969 STYLE

Every year the Christmas Party is a gas, and one of the many features are the door prizes. This year was no different. There were many and a very good variety. Thanks to all who donated and to those NCCA members who dug them up.

BIG O TIRES, 35th & Foothill Blvd., Oakland (set of chrome wheels)  
BEST AUTO PARTS (case of Valvoline Racing oil and a bottle of Turtle Wax)  
DORIC HOTEL, Jackson & Mission Streets, Hayward (dinner for two)  
NANCY LOCKWOOD (2 Devil Dog Alarm systems)  
DAILEY CHEVROLET (2 record albums)  
LAUREL LIQUORS, High & MacArthur Blvd., Oakland (fifth of Ancient Age)  
DR. RICHARD LEE (Water Pix)  
FRUITVALE MOTOR PARTS (1/4 inch drive socket set)  
MACK TOOL COMPANY (set of screwdrivers)

Also we would like to thank the Castaway Restaurant on Coyote Point for the excellent facilities. John Flotten for providing the music after a mishap with the jukebox company. And to Sue and Ash Boesch for planning the whole affair. We are all grateful and we had a marvelous time.

KEN ALTMAN

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Auto racing at the successful Tahoe-Carson City T-Car Raceway, received a set-back last season from sheriff Bob Humphrey, who has jurisdiction over the area. Getting someone to sponsor your race car is never easy. So when Don Hickman of Modesto, and Tom Silsby and Dave Keele, both of Carson City, got sponsored by the Moonlight Ranch somewhere east of Carson City, the drivers weren't too particular. Then, the Kit-Kat Ranch, not far from the Moonlight Ranch, and the Mustang Ranch near Reno, got into the racing game and along came Sheriff Humphrey.

Aiding and abetting alleged prostitution is a no-no in Sheriff Humphrey's county, so off came the ranch names from the sides of the race cars. (Taken from San Francisco Examiner.)

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FOR SALE

Fuel Injection unit - early model, modified dog house, spare injectors, new injector pump - drive cable and distributor. \$100.00. Contact John Janczak, 5476 Wadean Place, Oakland, 532-5075.

Corvette Roadster, 1966 - 69 L88, 427 engine. Balanced and blue printed, Traco heads, custom headers and side exhaust, new H.D. disc brakes, flaired fenders, 10" American wheels, Goodyear racing tires. Contact Jim Neighbor, 537-9437 or 538-5151.

WANTED

3.70 complete 3rd member with positraction. Contact Gary Carlen 846-4889 as soon as possible.

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CHAMPIONSHIP DATES FOR FIRST HALF OF 1970

FEBRUARY 8	MARCH 8	APRIL 5	APRIL 26	MAY 31
FEBRUARY 22	MARCH 22	APRIL 19	MAY 17	JUNE 14