



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9, 1957

VOLUME 14, NUMBER 3

SHARON TRETHAN, EDITOR

MARCH 1970

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MILT PIVER

VICE PRESIDENT
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TERRY JOHNSON

SOCIAL
JOHN FLOTTEN

PUBLICATIONS
SHARON TRETHAN

BOARD MEMBER AT
LARGE
RON TRETHAN

UNCLE MILTIE "NOTES"

Dear Members:

Very sorry to inconvenience you by not holding the autocross on March 1st. Many of us felt very bad when the weather cleared up at noon. It was the decision of our Executive Board to not host the event due to the fact that at 9:30 a.m. the Ford Plant's parking lot had many large rain puddles and it was still raining. We felt at the time that the course we had planned would be unsafe because of the rain. So, to protect N.C.C.A. and our generous host the Ford Motor Company, we decided to cancel the event. I would like to thank all you members who showed up and sat through the rain for two and a half hours. We have a rain date for the 7th of June. I sure hope it doesn't rain, gang.

FLASH: Thank you, Jim Nelson, for hosting the house party for N.C.C.A. after our rained-out autocross. After a few donuts and some booze, some of us had fun being part of the railroad gang for Jim's Lionel train.

FLASH: Congratulations to Bill Geen for taking First Place in Competition Sports Coupe class at the Oakland Roadster Show and to Dave Mock for tying for Second Place in Competition Sports Roadster class.

FLASH: N.C.C.A.'s autocross teams took club par at Lockheed S.C.C.'s championship on March 8th with 29 cars running and 3 of them in the top ten. Yay, Team! Keep up the good work!

FLASH: We have a member known as Hank Lopez, alias "The Skate". For those of you who didn't attend our roller skating social on March 11th, you missed seeing your Public Relations Director (W.W.) and your Pres. trying to commit suicide on the practice rink floor. We never did reach the actual skating rink because the floor kept coming out from under us. Thanks to John Flotten and Hank Lopez (who is a terrific skater)....we had a lot of fun.

"NOTES" (Continued)

- FLASH: W.S.C.C. Pre-Convention is just around the corner....April 10, 11, and 12 to be exact. Entrance forms and information forms are now available. For further information, see the W.S.C.C. report later in the Kaleidoscope.
- FLASH: N.C.C.A. has donated three trophies to Clippinger Corvair-Corvette-Camaro Club for the W.S.C.C. Pre-Convention. The trophies will be used in W.S.C.C. slalom autocross classes A-3 or B-3.
- FLASH: Thank you, North Bay Corvette Association for a tremendous time at your Second Annual Creeper Race on March 14. By the way, members, we brought home the club par trophy and George Kord took the tandem class, Class D, with Ken Altman Jr. aboard.
- FLASH: Those of you who are moving or changing phones, please contact your Membership Director so that he will have a correct roster of mailing addresses.
- FLASH: See you at the next General Meeting of NCCA on April 7, 1970 at the G.M.T.C. in San Leandro.

MILT PIVER

It's 450 Miles to Riverside---(No Sleeping Allowed!!)

A smart passenger or co-pilot will watch for indications that the driver is becoming inattentive and drowsy. Muscle spasms, such as jerking or twitching of the legs, are a telltale sign. Others are sudden jerking of the steering wheel or stabbing at the brake pedal with no apparent reason, a sign that the driver is seeing things that aren't really there; increasing or slowing of speed suddenly, without reason; suddenly talking in a louder voice than usual; nervous tapping on the steering wheel or fiddling with the radio controls. Tailgating cars ahead unnecessarily is another symptom.

If you notice any of these signs, offer to take the wheel yourself. If that is not possible, it is time to call it a day. To keep awake long enough to reach a stopping-off place, you can open car windows and take deep breaths, sit on something hard, sing, talk, change speed level every fifteen to twenty minutes, chew gum, eat a candy bar or fresh fruit, remove the shoe of the accelerator foot and wiggle your toes, take a coffee break.

Whatever you do, don't ask anyone to drive farther when he is tired. If you are the driver, don't force yourself to go on under the same conditions. Think of this as a vacation and a pleasure, and then it will be a safe and good trip. (Of course, don't expect to get any sleep at the Pre-Convention. There are too many good times happening!!)

GAIL PIVER

ROADRUNNER IX - April 5, 1970 - NCSCC Championship Autocross - Twin Valley S.C.C.

Pleasanton Fairgrounds - Entry Fee \$3.50 per driver, \$6.00 per couple

Registration opens 8:00 and closes 3:30 Tech opens 8:30 and closes 4:00

Run Groups: KS,P,BS,LS,DS,KP,AP,X - 9:00 - 11:00 Q,MP,EP,FP,NS,EP,FS - 12:30 - 2:00
MS,CS,HS,LP,BP,CP,DP,HP - 11:00 - 12:30 OS,GS,IS,JS,NS,GP,IP,JP - 2:00 - 4:00
Grid will close promptly for each run group

SALTY ALTY

Thanks fellow club members for a wild and woolly month at the autocrosses. It gives me as Activities Director, something to write about.

---Placing 6 members in the top ten at SCAT's event was easy. It should have been 7 though.

---Running AP and BS in the dark due to 309 entrants and three mishaps ain't much fun.

---Running SNOW WHITE into the fence wasn't easy but it's a lesson. Huh Rod!

---A lesson not learned is that the GREEN PICKLE alias Green Weeny still blows water.

---After 10, 11, 12 years of autocrossing, you'd think flaming finishes are pretty dull.

---Blanks don't get flats!

---Running your own car can be just as rewarding.

---Band-aids don't really effect some peoples driving.

---Enough for six teams, unheard of in a social club, but good enough for club par.

---We have a lot of B drivers. In "BP" we dominate and in "BS" another club dominates.

---W.W., will you ever make one - your excitement will be so great you'll have to fly.

---Two cars in the roadster show took home the gold - good work Bill Geen and Dave Mock.

---Creeper races printed in Chronicle - we made it, what happened to you?

---Black Window (Dave Mock) meets Black Mirage on freeway. Alls well.

---Bad Luck Charlie Award goes to Dave Schwafel who blew his engine on the way to Vernalis.

---Congratulations to Ron Christensen for his TTOD at Sacramento.

All in all NCCA fared rather well and I had a lot of fun. It's been a great month with just as exciting a month ahead, with two championships and the all Corvette Pre-Convention. Let's wash and iron our team shirts and get with it.

Coming Events:	March 22	PCA Championship Autocross - Pleasanton
	April 5	Twin Valley Championship Autocross - Pleasanton
	April 12	Triumph Travelers - Autocross Milpitas
	April 10,11,12	WSCC Pre-Convention - Riverside
	April 19	Camino Corvettes Championship Autocross - Pleasanton
	April 26	Competition SCC Championship Autocross - Cal Expo

SALTY ALTY (Continued)

Results of SCAT Autocross - Championship February 22, 1970

TOP TEN

2 Ron Christensen
3 Bob Kerr
4 Ron Trethan
6 Roger Kraus
8 Kerry Jones
9 Bill Geen

CLASS AP

2 Bill Geen
3 Ken Altman
11 Larry Wong

CLASS BP

1 Ron Christensen
2 Bob Kerr
3 Ron Trethan
4 Roger Kraus
5 Kerry Jones
6 Dave Mock
8 Dave Schwafel
10 Milt Piver
14 Jerry Lockwood
18 Jim Wiegner
20 Bruce Benninger

CLASS CP

4 Rod Baker

CLASS JP

2 Joe Aboaf

CLASS LP

2 Sharon Trethan
4 Gail Piver

CLASS NP

4 Adele Aboaf

CLASS BS

4 Gary Carlen
10 Manny Pretti
16 Jim Nelson
17 Clark Nelson

CLASS KS

8 Samantha O'Brien

Lockheed Championship on March 8th was the first autocross this year at Pleasanton which made for an interesting day. First the course was an equalizer of sorts which seemed to be just one big sweeper. Mike Tsirlis gave us a startling finish on his run by catching on fire and still turning Top Time of Day. At the time, no one knew what he turned, as they just wanted to get the fire out. Good to have you back Mike. Kerry Jones and Bob Kerr also made the top ten. Good work guys. It's a far cry from 6 in the top ten to 3 in the top ten. But like I said, it was an equalizer of sorts.

Flat tires plagued Ron Christensen and Harold Doramus at the event. As for Ron, he'll just have to live with his blanks, while Harold sold his car.

Rod Baker on the other hand would like another chance at the course to see if SNOW WHITE can miss the fence this time.

Well anyway it was a fair day and you'll have to admit it was interesting.

CLUB PAR - Northern California Corvette Association - 29 members

TOP TEN

1 Mike Tsirlis
5 Kerry Jones
7 Bob Kerr

SALTY ALTY (Continued)

Results (Continued)

CLASS AP

- 5 Ken Altman
- 6 Bill Geen
- 8 Dave Schwafel
- 9 Dave Mock
- 11 George Kord
- 12 Tom Nichols
- 13 Larry Wong

CLASS BP

- 1 Mike Tsirlis
- 2 Kerry Jones
- 3 Bob Kerr
- 4 Ron Christensen
- 7 Roger Kraus
- 8 Harold Doramus
- 9 Jim Wiegner
- 13 Milt Piver
- 14 Ron Trethan
- 19 Hank Lopez

CLASS CP

- 7 Rod Baker

CLASS JP

- 2 Joe Aboaf

CLASS LP

- 1 Sharon Trethan
- 8 Gail Piver
- 9 Sharon Christensen

CLASS BS

- 4 Gary Carlen
- 7 Bob Jones
- 8 Manny Pretti
- 11 Jim Nelson
- 14 Ron Wilson
- 15 Clark Nelson

CLASS KS

- 3 Samantha O'Brien

North Bay Corvette Association Creeper Races were held on March 14th in San Rafael. Thanks go to all of North Bay and especially Neil & Robin Anderson for a wonderful day. We really had fun racing on creeper and skateboards, a little football and pool were the days events. The North Bay girls put up quite a spread for lunch which lasted all day. Very Good.

NCCA got another club par trophy and then we took the tandem class with George Kord at the helm with my son Kenny hanging on. And we had the only DNF on a creeper, right Bob Jones. This is the results as they fell; as they spun; as they were written down.

CLUB PAR - NCCA

Class A (Men)				CLASS B (Women)			
	First	Sec.		First	Sec.		
	Run	Err. Run	Err.	Run	Run		
1	Ken Burge	15:99		1	Dale Ellis	15:31	19:04
2	Ken Altman	16:57		2	Samantha O'Brien	18:86	16:76
3	Bruce Petschke	13:37		3	Gail Piver	19:43	18:50
4	George Kord	13:43					
5	Neil Anderson	14:78					
6	Ron Cox	15:78					
7	Milt Piver	15:34					
8	Bill Costello	16:52					
9	Dave Koehler	17:98					
10	Rich Bottaini	19:01	2				
11	Bob Jones	16:32					
12	Bob Fwimoto	20:95	1				

Neil Anderson on Skateboard 7:94

NORTHERN CALIFORNIA CORVETTE ASSOCIATION
GENERAL MEETING MINUTES MARCH 3, 1970

The meeting was called to order by President, Milt Piver, at 8:20 p.m.

Walt Reeder had the 48 guest and members introduce themselves.

The minutes of the February 3, 1970 general meeting were approved as printed in the Kaleidoscope. There were no corrections.

Treasurer's Report - Jerry White reported that the bill has not been received as of this date from the Acme Trophy Company for the purchase of the trophies required for our March 1st event.

Jerry further reported that a donation of \$24.00 has been sent to the WSCC Pre-Convention for the purchase of three (3) trophies.

Jerry gave a brief explanation of the NCSCC Championship Code Books that he has for sale. The price is \$.75 per copy.

Activities Report - Ken Altman gave a run down on the up coming events for the months of March and April.

March 8th - Autocross which will be a championship event hosted by Lockheed Sports Car at Pleasanton. Class run times were read off. The first run bracket for corvette classes will start at 11:45 am.

March 8th - Autocross practice event hosted by Sacramento Corvettes will take place at Cal Expo in Sacramento. The charge will be \$2.00 for all day runs.

March 15th - Autocross practice for beginners hosted by SCAT. There will be a 50 car maximum.

March 22nd - Autocross Championship hosted by PCA-GGA. Time run brackets were read off.

April 5th - Autocross Championship hosted by TwinValley

Ken read off the club member results of the last championship event. He stated that five of the NCCA members placed in the Top Ten Overall.

Ken also told that four NCCA members attended the SCSCC Championship event that took place in Pomona, California on February 15th.

Roger Boaz stated he will be attending the All-Corvette Drag Meet on Saturday, March 21st and asked if anyone is interested in attending to contact him.

Membership Report - Walt Reeder reported that he had received late dues from Jerry Haakenstad and Joe Aboaf and stated that their names will be reprinted in the Kaleidoscope.

Walt said the club shirts for new members are on order.

Awards - The following people received awards: Sharon Trethan received her 1st place trophy from the Continental autocross held on February 8th. Bill Geen was absent at this time so his 4th place trophy from the same event mentioned above could not be presented to him. Gary Carlen was presented his 1969 NCSCC overall plaque. Ron Christensen was presented his officers mug for being our past Vice-President.

Social Report - John Flotten gave a report on the Sweetheart social held at his home on February 14th.

GENERAL MEETING MINUTES MARCH 3, 1970
(Continued)

John then reported there will be a rally hosted by North Bay Corvette Assn. on Saturday, March 28th. Anyone interested should contact John and he will give all the information needed.

North Bay Corvette Assn. has invited NCCA to attend their Second Annual Creeper Race to be held on March 14th. The address is 48 Villa Avenue, San Rafael. The cost is \$1.50 per entrant and an all day lunch will be provided.

John then asked Hank Lopez to give all the information on the social planned for March 11th. Hank stated that the social will be Rollar Skating to be held on Wednesday evening, March 11th from 8 to 10 P.M. at the Valle Vista Skating Center, located at 29228 Mission Blvd., Hayward. The price will be \$1.35 including the skates.

John then reported that anyone wishing to caravan down to Riverside for the Pre-Convention should contact him so he can set up a time and place to meet.

Public Relations Report - Rosalie Johnson gave the public relations report for Terry, since he was absent.

Rosalie reported that thank you letters were sent to the following: The Elegant Farmer, Hank Lopez, Camino Corvettes and North Bay Corvette Assn.

A letter was sent to Ed and Jean Thiebaud congratulating them on the ownership of the earliest known corvette in existence.

A letter was received from North Bay Corvette Assn. thanking NCCA for inviting them to our practice session held in January.

A bar badge was sent to Joe Pike for their request from Corvette News.

Publications Report - Sharon Trethan gave March 16th as the deadline for the Kaleidoscope.

Old Business - Ron Trethan reported that Judy Kerr was attending this meeting and therefore would receive her prize for making 60 words out of the word "Corvette".

New Business - Milt stated that the WSCC dues were paid of a sum of \$30.00. Vicky Altman asked for an explanation of the raise of \$15.00 this year and was told by Milt that it was voted upon last month, to assess each club \$15.00 per 25 members.

Milt reported that Gary Carlen, Rod Baker and Ron Trethan were appointed co-chairmen to look into the 1972 convention.

Milt further reported that a donation of \$24.00 was sent for the purchase of three (3) trophies for the WSCC pre-convention.

Milt stated that he had contacted Doug Scherf about the insurance for the NCCA trailer and will have all information at the E-Board meeting to be held in March. Milt asked for a tabling of this until the E-Board meeting. A discussion pursued. Ken Altman made a motion that this matter be tabled until the March E-Board meeting.

Ken gave an explanation of our rained out autocross of March 1st. He then stated he has gotten a donation of three (3) trophies for that event from a company, which will display those trophies until our June 7th date. Ken then told the members that anyone interested could do the same for a cost of \$7.00 per trophy.

GENERAL MEETING MINUTES MARCH 3, 1970
(Continued)

It was stated that the club shirts have gone up in price to \$4.00

Ken reported that it may be possible to get a rain date for our cancelled autocross of March 1st. Ken will look into this.

Special Report - Milt reported that the proposals from the WSCC open E-Board meeting held in San Pedro on January 3, 1970 was approved by the NCCA E-Board to be voted upon as a package. The proposals were printed in the February Kaleidoscope. Ken Altman made a motion that the proposals be accepted as a package as printed. Sharon Trethan seconded the motion. Passed unanimous.

Ken reported that he has the WSCC concour codes for all interested persons.

WSCC Report - Milt Piver reported that the WSCC is providing money to fly three (3) people to the St. Louis meeting for the joint convention in 1971. The money will be taken out of the convention fund.

Milt stated that he has the 1970 pre-convention registration forms.

It was suggested that Milt look into reserving a block of rooms for the people interested in attending the pre-convention in April.

NCSCC Report - Ken Altman made the report for Dave Schwafel. It was reported that the raise in the autocrossing entry fee was defeated unanimous.

It was also reported that the Fiat 850 are being band from autocross events on a temporary basis until such time as modifications are made to make them safe to run the events and voted upon by Speed Events.

Ron Trethan reported the names of the people from the club that were in on the pylon pitcher points and stated they would be buying beer after the meeting.

It was reported that congratulations are on order to Bill Geen for taking a first place in class at the Oakland Roadster show and also to Dave Mock for tying for a second in his class.

Congratulations to Rich Garner and Manny Pretti for winning the cases of racing oil at the club raffle.

Announcements - There were the usual for sale announcements.

Mike Tsirlis made a motion that the meeting be adjourned. Roger Boaz seconded the motion.

The meeting was adjourned at 9:25 P.M.

Respectfully submitted,

NANCY LOCKWOOD

BIG O TIRES is the place to go at 35th Avenue & Foothill, Oakland. They can help you with your needs. See Ron Asher.

FROM YOUR M.D.

Summer is coming, time to start thinking about the pre-convention, convention and the many autocrosses and other summer activities. If any member needs or would like to have a new shirt for himself or associate member, please get in contact with me. It takes about two weeks to get the shirts and another week to have them lettered. The price including lettering is about \$6.50 per shirt.

I will be placing an order for shirts right after the April 7, 1970 meeting.

Other club properties I have for sale are:

- NCCA decals - 25¢
- NCCA small jacket patches - \$1.00
- NCCA name badge - \$1.25
- NCCA car badge - \$4.00
- NCCA banners - FREE
- WSCC jacket patch - \$1.00
- WSCC car badge - \$3.00

The following have re-applied for membership as set forth in Article III, Section A of the NCCA by-laws.

Jerry Haakenstad
1009 Murrietta Blvd.
Livermore, CA 94550
(415) 443-1052

Tom Nichols
1100 Lincoln Avenue, #5
Walnut Creek, CA 94596
(415) 933-2516

For Associate membership:

Joe and Adele Aboaf
301 Cottonwood Drive
Vallejo, CA 94590
(415) 642-9061

New Phone number for Mike Tsirlis
(415) 626-7274

TRANS-AM LINE UP

Barracuda	Dan Gurney
Camaro	Jim Hall
Challenger	Sam Posey
Firebird	Jerry Titus
Javelin	Mark Donahue
Mustang	Parnelli Jones

JOHNNIE ON THE SPOT

HAPPY EASTER everybody. Another month has past full of fun and activities. I was unable to attend our last social of Roller Skating, but knowing our gang of socially minded people, I know everyone must have had a great time.

Remember, April 7th, next general meeting, and at that meeting will be more information on socials for the month and some news about rallies. Also remember, the WSCC Pre-Convention April 10 thru 12 at Riverside California.

RALLYE NEWS

Rallye March 28, 1970, Phase VI
Host Fremont Touring Club
Registration 6 P.M. - 8:15 P.M.
Entry Fee \$3.00 per car
Type Navigational, non-course-marker event
Place World Fare, Southland Center in Hayward, or White Front,
 Nimitz & Mowry in Newark.

Rallye March 28, 1970, Leprechaun Too
Host North Bay Corvette Assn.
Registration 6 P.M. - 9 P.M.
Type Beginner Gimmick Coursemarker rallye for all types of cars
Place Campbell Bishop Chevrolet, San Rafael

WHAT IS A CAR RALLYE?

- WHAT?** A rallye is a test of the ability of a driver and navigator to follow explicit printed instructions as they travel on streets, roads and in rural areas looking for signs and landmarks.
- WHO?** Rallyes are open to everyone with all types of cars. Membership in a sports car club certainly isn't a requirement to participate in the sport.
- WHEN?** You will find car rallyes are run on weekends, both Friday and Saturday nights as well as on Sundays. In addition, events are held on mid-week days occasionally by clubs.
- EQUIPMENT?** The basic rallye equipment is a clipboard, pen and pencil, paper, flashlight for reading instructions at night, car with a tank of gas, navigator and a sense of "adventure". Extras that may be desirable include a hand-held spotlight, maps of various areas, etc. (Experience will dictate what you wish to use on events.)
- TYPES:** There are two basic types of car rallyes, time and distance and variety-navigational-gimmick events. For the former, cars are assigned average speeds from point-to-point, (always below posted speeds) and are timed in at unknown Checkpoints for their early or late error. Equipment needed for a T & D are working speedometer and odometer and a reasonably accurate timepiece, plus the above items. The types of events called "gimmick" and "variety-Navigational" are scored by on-course situations where the driver and navigator must take the correct action at designated signs or landmarks. This means they both must be aware of what the event's General Instructions dictate and act accordingly. The scoring can be done with Course-markers (CM'S) which are club erected signs, or with multiple choice instructions, or with questions regarding specific streets or action points.

JOHNNIE ON THE SPOT (Continued)

CLASSES: There are several classes on each event so that contestants only compete with those with similar experience. Beginners, Novices, Seniors and Experts all participate in their own class, often with different instructions.

FEES: Entry fees range from \$2.50 on up with some of the all day Championship events \$6.00.

AWARDS: You will usually receive a participant plaque when you enter. Then awards are made by the sponsoring club and may include trophies, engraved plaques, etc.

MORE: There are occasionally additional types of events you may enter, including luck-fun events where scores are determined by tossing darts, or other lucky methods. This area has "Monte Carlo" rallies that are events with a time assigned to travel a leg with entrants required to arrive at the designated point within the assigned time or earn a penalty.

RALLYES ARE NOT RACES AND SPEED, ENGINE SIZE AND HORSEPOWER HAVE NO BEARING ON WINNING EVENTS!

CLUBS: There are almost 80 car clubs presenting events in the Northern California area. You'll find they are held in several geographic areas at the same time, so you can locate a convenient one to run. The sponsoring clubs will welcome inquires from you concerning membership, by the way, so ask the next person you see belonging to a club you like.

INFORMATION: Rallye flyers are often posted in imported and sports car parts houses. Many of the pizza parlors post coming event notices. Your metropolitan daily papers often have a motorsports calendar on Wednesday or Thursday. For information you may also phone 415/793-2514 (days only) or 408/298-0596. You may wish to subscribe to one or more of the area rallye publications: WHEELSPORT, Box 100, Albany, CA 94716; CHECKPOINT, 4059 Edwards Avenue, Oakland, CA 94605, The Rallyist, 3169 Occidental Drive, #3, Sacramento, CA 95826. (Subscription rates range from \$1.00 to \$5.00 yearly.) When you enter an event you'll be placed on that club's mailing list and will frequently receive future event notices.

Come on out and give a few rallyes a try...find out why literally hundreds of people run them each weekend in this area. Most finish at a pizza parlor and you can meet your friends afterwards to discuss what you did and where on course as you await winner's announcements. You'll never know what you've been missing unless you give a car rallye (or three) a try!

JOHN FLOTTEN

CAMINO CROSS-UP - April 19, 1970 - NCSCC Championship Autocross - Camino Corvettes

Pleasanton Fairgrounds - Entry Fee \$3.50 per driver and \$6.00 per couple

Registration opens at 8:30 a.m. - First car out at 9:00 a.m.

Run Groups: HS,LP,BP,CP,DP,HP,MS,CS - 9:00 - 10:30 JP,JS,JS,NP,GP,IP,OS,GS - 1:00 - 2:30
EP,FP,NS,ES,FS,Q,MP - 11:00 - 12:30 BS,LS,DS,KP,AP,X,KS,P - 3:00 - 4:30

NOTE: Cars must be on pre-grid before their class closes

Captain Nice Rides Again

As Captain Nice looks over the activities this month, he see's several people enjoying themselves at the roller skating social. As usual Salty Alty pops up on the skates first and spins a few loops before anyone else hits the floor. Of course this is great since this is the first time Alty's been on skates since he was a little Alty.

Ron and Sharon Trethan held hands and played ring around the rink, while Hank Lopez showed his great skating ability with several lovely ladies.

Gary and Vera Carlen spent the evening skating and as usual Gary was as wild on skates and he is in a Corvette. But Gary and Vera had to leave early as the twins wanted attention at home.

Also making the scene was Larry and Paulann Wong. While Bob Kerr brought his wife, Judy (The Ringer), Jerome White was seen doing a few tricky tricks.

Bob Jones and Samantha O'Brien along with Walt and Janet Reeder were also among the NCCA members who enjoyed themselves, with of course a few bumps and bruises.

Uncle Miltie and Capt. Nice spent most of the evening on the practice floor due to physical circumstances beyond their control. However, I think, Gail, Vicky and Goldie enjoyed the evening as I'm sure everyone else did.

CAPTAIN NICE'S JOKE OF THE MONTH:

Q: What do you get when you cross a porcupine with Siamese twins?

A: A prickly pair!

CAPTAIN NICE

TERRY JOHNSON

Advice to the Love-worn by Gran Flanders (Taken from The Vette Gazette of NCA)

Dear Gran: I have a swinger image because I drive my Corvette while operating a farm tractor and implement business. There are several wealthy widows with large farms who call me at nite to work on their tractors, but when I get to the farms it's not the tractor's that need tending.

My girl friend gets torqued about my coming home with hay on my coveralls and no grease on my hands. Can you help?

Signed John Deere

Deere John: Stay out of the wheat fields Johnny, your gonna get reaped.

Granny

FOR SALE - Complete 1962 Corvette - minus engine, transmission, third member, and three fourths of the front end. The exterior is excellent. Hardtop is perfect and includes deck lid to cover soft top. I also have 4" I beams. Plus a complete rear half. Lots of chrome and a good frame. Complete front bumper for 63-67. Seven inch American Mags with R-3 and R-4 tires 8" wides. Rims will fit any G.M. compact and some larger cars. For more information contact George Kord, 521 Upton, Redwood City, 369-5673 after 6 p.m.

BORED NOTES

Precarious Placed Pinnacles

	<u>Class</u>	<u>2-8-70</u>	<u>2-22-70</u>	<u>3-8-70</u>	<u>Total</u>
Ken Altman	AP		1	1	2
Bill Geen	AP			1	1
Dave Mock	AP		1		1
George Kord	AP			3	3
Kerry Jones	BP	2			2
Bob Kerr	BP		1	1	2
Ron Trethan	BP		1	1	2
Milt Piver	BP		1		1
Jim Wiegner	BP		5		5
Jerry Lockwood	BP		1		1
Gary Carlen	BS	1			1
Jim Nelson	BS		1		1
Bob Jones	BS		2		2
Rod Baker	CP	1			1
Sharon Trethan	LP	1			1
Samantha O'Brien	KS			1	1

Many thanks for the following members who have also competed for NCCA but haven't hit those "Precious Plastic Points": Clark Nelson, Dave Schwafel, Larry Wong, Roger Kraus, Ron Christensen, Bruce Benninger, Mike Tsirlis, Hank Lopez, Ron Wilson, Sharon Christensen, Gail Piver, Joe Aboaf, Adele Aboaf, and Manny Pretti.

Remember, if you wish to be a member of the PYLON PITCHER POINTS CLUB and receive suds from those of use who have hit those Pinnacles, let me know. Cause when you hit one, we'll be looking for you.

RON TRETHAN

 CAN-AM RACING PREVIEW (Taken from Motor Trend/March 1970)

In 1970 the 465 version should be sufficiently well-developed to be used by McLaren. It uses the "430" block, which has a 4-7/16 inch bore instead of the 4-1/4 inch size that's normal on the alloy ZL-1. In the 430 c.i. edition its stroke is only 3.475 inches. Installing the 3.76 inch "arm" of the 427 Chevy brings the displacement to 465 c.i. For the ultimate in cubic capacity the crank of the new 454 engine can be fitted, opening the engine to 495 cubes. Horsepower with this combination can exceed 700 and torque could be more than 650 pounds-feet.

Hall's plans for 1970 are, as usual, uncertain. His Camaro program will detract from his Can-Am efforts, both for his race mechanics and his captive engine builder, Gary Knutson. He could rebuild the 2H, but there's no time for him to prepare an all-new 1970 Chaparral of his own. Late in '69 he was already test-running Chevrolet's latest experimental Can-Am car, which uses two fans to suck air up from the bottom of the car, creating an effect of "gluing" it down to the road for better cornering grip. It works, but it keeps breaking. If it can be made reliable we'll see it in action this year.

W.S.C.C. Report

As I have mentioned in the Flashes, the pre-convention is just around the corner. We have very little time to prepare our cars and make reservations at the Holiday Inn in Riverside. At this time, John Flotten is planning caravans to Riverside. So far we have about 26 members going with 14 cars. We should have a lot of good times.

I have been working on the hotel reservations. So far we have a block of 13 rooms for NCCA. Anyone wishing information on lodging, please contact me at 538-7719. We have to get our reservations for lodging in early.

Here's a note to the members that I have already made room reservations for: If for any reason you can't make it to the hotel on time, please call them at (714) 682-8000 to let them know. Otherwise, you may be stuck with a hotel bill. If at the last minute you can't attend the Pre-Convention, please contact me so I can cancel your room reservation. At this time I have all the reservation confirmation slips in my possession. I will pass them out at the next general meeting. If you can't be there, please contact me.

All W.S.C.C. Pre-Convention registration forms should be turned in to Clippinger Corvair-Corvette-Camaro Club before APRIL 4, 1970. However, you may be able to register at the Holiday Inn at an added cost.

MILT PIVER

IN THE YEAR 1918

Jerry and I are the proud owners of an auto manual called the "Automobile and Gasoline Engine Encyclopedia" printed in 1918. Each month I will let you in on a few of the goodies that are printed in it.

With all the engine overhauling going on in the club this might be of some interest.

The price usually charged is from 50¢ to 75¢ per hour. Quite a number make a flat price, for instant, after handling a few jobs, the work would come easier and systematic and you could then make a flat price of say \$25.00 for overhauling and cleaning a Ford.

To give an idea for charges where you must make a flat price and where only certain parts of the list are used we give the following scale.

Carbon Removed per cylinder - - - - -	50¢ to \$1.00
Cleaning and adjusting spark plugs - - - - -	.75
Oiling and greasing car - - - - -	1.50
Cleaning car and polishing - - - - -	1.50
Cleaning engine and drip pan - - - - -	.75
Tightening loose nuts and cotter pins - - - - -	.75
Tightening water and gasoline line - - - - -	.40
Adjusting carburetor and valve tappets and tuning up engine - - -	2.00
Grinding valves - - - - -	-\$5.00 to 10.00

THE LOCKWOODS

WSCC PRE-CONVENTION (Taken from Post-Grip of Clippinger's)

Riverside International Raceway is internationally recognized as a tough, challenging, driver's course. The Pre-Convention slalom courses utilize the best areas of the track and offer every competitor a full day of extremely interesting and "get on it" driving.

Both courses are long and fast, tempered only in tight turns and are new and unique; never having been run the same way in previous local events. Each driver will get two runs on each course and the fastest run on each will be combined for standings in class. WSCC club delegates will be allowed to run early if they drive 327 or modified Corvettes; due to the 7:15 p.m. WSCC meeting at the Holiday Inn.

Listed below are class run times, opening and closing. Classes will not run earlier than stated times and closing times will be strictly enforced. If we encounter delays, we will try to get back on schedule quickly.

<u>CLASSES</u>	<u>MODEL</u>	<u>CLASS OPENS</u>	<u>CLOSES</u>
D and E	Corvair, Camaro (men and women)	8:30 a.m.	9:30 a.m.
C-1, 2, 3	Solid axle (men)	9:30 a.m.	10:30 a.m.
A-1, 2, 3	427 (men)	10:30 a.m.	12:45 p.m.
CW-1, 2, 3	Solid axle (women)	12:45 p.m.	1:00 p.m.
AW-1,,2, 3	427 (women)	1:00 p.m.	1:45 p.m.
B-1, 2, 3	327 (men)	1:45 p.m.	4:15 p.m.
Modified	Modified (men and women)	4:15 p.m.	4:40 p.m.
BW-1, 2, 3	327 (women)	4:40 p.m.	5:20 p.m.

After completing your two runs on course number 1, cars will proceed immediately to course number 2. One half hour will be allowed for drivers to reach the course number 2 pre-grid.

The April 9-12 weekend is packed with events, parties and special attractions. We urge every enthusiast to participate in all events. If you cannot share the full weekend, plan at least on running this exciting slalom event. It's patterned for every car and driver and is being run on Saturday to allow everyone to come to RIR and drive fast, far and frequently.

We are planning a swinging "Wet Party" poolside, for the early birds arriving on Thursday evening. Details will be posted at registration.

The luxurious Crown Room of the Holiday Inn is being prepared for both the live-band dance on Friday night and the meeting and "Happening" on Saturday evening. We'll have our own bar set up at one end of the room for both nights, \$.85 a drink. A scrumptious buffet luncheon will be served at the Ramada Inn (next door to Holiday Inn) followed by the guest speaker and trophy presentation. In addition to the trophies specified in the WSCC Code, Clippinger will award a High Point Trophy to the individual accumulating the most combined points in all three competitive events. High-point will be comparable to Top Time of Day trophy.

One of the highlights of the weekend will be the caravan to tour Ontario Motor Speedway (opening Sept. '70), Sunday a.m. To save time, we've arranged a catered continental breakfast to be served on the third level of the grandstand. The tour is free, breakfast \$.60 per person. OMS will distribute a package of information to each person touring the facility.

MARKING TIME (Taken from Motor Trend/March 1970)

Look," said John DeLorean, General Manager of Chevrolet and Vice President of General Motors, reaching for another Swedish meatball, "everyone in the industry knows that this insurance thing is going to knock the heck out of the high-performance market. I've seen the 1970 rates and it's ridiculous. If a kid with one mark on his license goes out and buys a 396 Chevelle for about four grand and spreads the payments over a 3-year period he will have to pay about \$2200 each of those years for insurance. Which means he'll wind up paying \$2600 more for the insurance than the car. Obviously, he's going to get into something with less horsepower. Even then, if he wanted a 4-speed he'd be penalized by his insurance company because it's a high-theft item. And, there's not a thing any of us (automobile manufacturers) can do about it."

It was the '70-1/2 Camaro and Corvette long-lead press preview. We were all up in the V.I.P. lounge at Riverside International Raceway relaxing with a few drinks and hors d'oeuvres, watching the gray haze of late afternoon steal into the spaces between the corrugated steel garages across the track. As if to underscore Chevrolet's subtle shift in direction from what has been, with the exception of the Z/28, a majority commitment to straight-line power, two of the four new Camaros available were nimble Z/28s. The fact of the threatening increase in insurance rates looms large and the good businessmen of Chevrolet are not going to be caught flatfooted.

The prophets of doom and sayers of disaster, among them many from the automotive press, equate the insurance blitz with something along the lines of the crash in '29. Good-bye to rubber-yanking shifts and the wild shriek of air being rammed through three Rochesters on an L-88 Vette at full song, and shaker hoods and rappy exhausts - good-bye to everything.

Well, it just isn't going to happen. Anymore than it did when the emissions regulations spooked Detroit 3 or 4 years ago. As a whole, the performance level of all cars is much better than in 1967 or '68 or '69, yet the parts-per-million maximums are lower than they ever were.

Now then, you don't need the deductive powers of Mr. S. Holmes to know that the first Detroit play in the insurance game-plan will be a screen-pass called lower horsepower ratings - we'll find ourselves up to our hip pockets in what can be called the American equivalent of the BMW 2002. Cars with low horsepower, high revving mills that handle and stop better than anything we've seen before. Cars like the new Olds Rallye 350 that was specially designed as an "insurance" vehicle. Come to think of it, at \$3500, the BMW is ideally suited to take some pretty telling pot shots in this restructured market.

Then, too, even the hard-core performance nut has to be reconciled by this time to the fact that most of the performance market is really the performance-styling market. Ford sells an awful lot of hood scoops, but nothing much bigger than a 351 is under most of them. In the first 5 years of Hemi production, Chrysler built a grand total of 9754 of the big mutthers. The same goes for Ram Air Pontiacs, Boss 429 Mustangs, and Stage 1 Buicks.

All of which brings us around to the question of what exactly the insurance companies have on their minds besides profits. Once you establish that in a 9-million production run there are actually few stellar performance cars around to begin with, and that most of these are rarely street-driven, you wind up with something like a 383 Road Runner being the backbone of the super-car market. Are the 383 Road Runners involved in significantly more mishaps than 383 Belvederes? Better yet, is the accident-gap sufficient to justify a \$500-\$1000 higher insurance premium? Have any major underwriters been forced to abandon construction on their latest multi-million-dollar office monuments that often rival the Hanging Gardens of Babylon in grandeur because supercars have become open sewers for their capital?

MARKING TIME (Continued)

Back in Business Law 101, the instructor said that an insurance contract is essentially a wager; for a specified premium you bet the underwriter you will be involved in an accident and he bets you won't. As in 'Vegas, the odds are with the house. The instructor happened to be from Alberta, Canada, where they have both privately-owned insurance companies and a provincial (state) operated one. While all you red-blooded, free-enterprise Americans are reeling at the suggestion of ugly socialism, consider that, at the time, under-25 drivers were paying \$185 a year for liability coverage to the private companies, while the provincial rate was \$17! Better have another swedish meatball.

CALENDAR FOR MARCH & APRIL

- MARCH 22 Auto-X - Championship - PCA-GGR - Pleasanton - Run Groups - AP - 12 noon; BP-LP - 1:00 p.m.; CP - 2:00 p.m.; and KS - 10:30 a.m.
- MARCH 28 E-Board Meeting - Lockwood home - 1:00 P.M.
- MARCH 29 HAPPY BUNNY DAY
- MARCH 29 Auto-X - Racher Frachers SCC - Milpitas - No Run Groups
- APRIL 5 Auto-X - Championship - Twin Valley - Pleasanton - Run Groups
- APRIL 7 General Meeting of NCCA - G.M.T.C. - San Leandro - 8 P.M.
- APRIL 12 Auto-X - Triumph Travelers - Milpitas - No Run Groups
- APRIL 9-12 WSCC Pre-convention - Riverside
- APRIL 19 Auto-X - Championship - Camino Corvettes - Pleasanton - Run Groups
- APRIL 20 Kaleidoscope Deadline

OOOPS!! The Birthday Fairy goofed!! She meant to wish a Happy March Birthday to Nancy Mathews instead of Nancy Lockwood. Sorry! Also, a belated Happy Birthday to Sally Wilson.

Looking ahead to April, let's wish a Happy Birthday to:

- | | | |
|----------------|-----------------|----------------|
| Jim Craven | Florabelle Boaz | Lilly DeCastro |
| Sharon Trethan | Ron Christensen | Lynne Irish |
| Marie Linder | Clark Nelson | Mike Tsirlis |

Whew! Lots of April babies!