



# Kaleidoscope

## NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9, 1957

VOLUME 15, NUMBER 4

GAIL PIVER, EDITOR

APRIL, 1971

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### SPEAKS OUT

Do you realize that the 1971 W.S.C.C. Convention is only four weeks away! Who is putting on the Convention? Would you believe you and N.C.C.A. have accepted this challenge. As you know we posted the various Committee Chairmen in the January '71 Kaleidoscope. These people have worked very hard over the past months to bring together all the loose ends. These various committee chairmen will be contacting you over the next few weeks, asking you to help in staging the first Corvette Convention in the Bay Area. They will ask you what area you would like to work, so please let them know what you would like to do and when you will be there. If you are uncertain as to what the jobs involve, feel free to ask myself or any committee chairman for help. That is what we are for. Our May Meeting will be spent strictly on the Convention, so if you have any questions, please be there.

One thing we should all remember is N.C.C.A. has always done well at all Pre-Conventions and Conventions. Let's show the other Corvette clubs we not only can take home the gold, but that we can stage an event that will "Blow all their minds!"

GARY CARLEN  
OUTSPOKEN

## UNCLE MILTIE'S NOTES

Wow!!! Hey, Gang, it's only five weeks till NCCA hosts the Sixth Annual W.S.C.C. Convention in San Jose. And if you think that's a short time off, then think about the NCSCC Championship only one week later, hosted by NCCA. Yes, the last week in May and the first week in June will mean a lot of work for all of our members. But then, again, we won't have another working event until late August. During this time there must be a concentrated effort by all in order to make both events successful for WSCC and for NCCA. I know we'll see you out there.

The following is a list of members in charge at our June 6th NCSCC Championship autocross called "Brands Hatch" to be held at the Alameda County Fairgrounds, Pleasanton. Please don't get this list of members mixed up with the Convention activities committee, even though some of the names on the list below are the same as those on the Convention activities committee list.

Events Chairman:	Milt Piver	Pre-Grid:	Jerry Lockwood
Co-Chairmen:	Kerry Jones	Trailer & Timing:	Ken Altman
	Dave Schwafel	Course:	Dave Schwafel
Registration:	Gail Piver	Posting:	Nancy Lockwood
Tech Inspection:	Bob Kerr	Protest Committee:	Milt Piver, Kerry Jones
	Dave Mock		Dave Schwafel

The above mentioned activities committee members will be calling the membership to help them in their committee areas. We are striving for our autocross workers to work two hours on, two hours off throughout the day.

## RESULTS

PGA--Gegen Die Uhr--March 21, 1971

<u>AP</u> :	(3) Dave Mock	53.41	<u>X</u> :	(7) Larry Hunt	56.79
	(4) Dave Schwafel	54.31	<u>BS</u> :	(2) Ken Altman	53.70
<u>BP</u> :	(3) Roger Kraus	55.23		(10) Gary Carlen	55.30
	(4) Ron Trethan	55.87	<u>HS</u> :	(2) Bill Geen	55.36
<u>HP</u> :	(7) Jim Neighbor	60.96	<u>KS</u> :	(2) Sharon Trethan	55.43
<u>P</u> :	(5) Rod Baker	55.75		(4) Vera Carlen	56.83
	(8) Ron Wilson	57.73	<u>MS</u> :	(2) Judy Kerr	58.45
	(9) Milt Piver	58.04		(5) Linda Geen	59.62
	(11) Larry Wong	1:13.78			

Camino Corvettes--Camino Cross-up--April 4, 1971

<u>AP</u> :	(2) Dave Schwafel	56.50	<u>HP</u> :	(4) Jim Neighbor	58.99
	(5) Dave Mock	57.33	<u>P</u> :	(1) Gary Carlen	56.23
	(6) Manny Pretti	58.87		(2) Rod Baker	57.78
<u>BP</u> :	(4) Ron Trethan	59.33		(4) Larry Wong	58.46
	(8) Terry Johnson	1:01.35		(8) Ron Wilson	1:01.04
	(9) Roger Kraus	1:01.72			

(Continued)

RESULTS

Camino Cross-up (Continued)

<u>X</u> :	(6)	Larry Hunt	58.64	<u>KS</u> :	(1)	Sharon Trethan	57.87
					(4)	Vera Carlen	1:00.33
<u>BS</u> :	(2)	Ken Altman	57.14	<u>MS</u> :	(1)	Judy Kerr	1:01.76
	(14)	Hank Lopez	1:00.03		(2)	Linda Goen	1:02.22
<u>HS</u> :	(1)	Bill Goen	58.96				
	(3)	Bob Kerr	59.82				
	(4)	Bruce Benninger	1:00.63				

EVENTS SCHEDULED

May 2, 1971 Redliners at Pleasanton (No Flyer)

May 9, 1971 Team Sprint NCSCC Championship Autocross at Pleasanton.  
Registration & Tech open at 8:30; Registration closes at 3:30, Tech 4:00.  
Note: Cars must be on Pre-Grid 15 minutes after start of run group. Run Groups:

9:00--10:00	HP, MS, BP, CP
10:00--11:00	CS, HS, LP, DP
11:00--12:00	EP, FP, NS, QJ, MP
12:00-- 1:00	ES, FS, Q
1:00-- 2:00	IS, JS, NP, OS
2:00-- 3:00	GP, IP, JP, GS
3:00-- 4:00	BS, LS, KP, P
4:00-- 5:00	DS, AP, X, KS

May 9, 1971 Corvette Owners Club of Sacramento Mothers Day SVSCC Autocross  
at Cal Expo (Lot A), Sacramento. Registration & Tech open at 8:30.  
(Open Exhaust). Note: Grid closes for each run group 30 minutes  
after start. Run Groups:

9:00	AM, DS, ES, FS, GS, HS, IS, JS
11:00	DP, FP, GP, IP, NP
1:00	MS, BS, CS, KS, LS
3:00	AP, BP, CP, LP, SH

For information call: Linda (916) 383-4124  
Estrella (916) 725-1098

May 16, 1971 De Anza Auto Tech Club--3rd Annual "Duel at De Anza" at the  
De Anza College, Cupertino (Stevens Creek & Stelling Road)  
10:00 a.m. to 6:00 p.m.  
Entry requirements as per 1971 NCSCC Code

(Continued)

EVENTS SCHEDULED (Continued)

May 16, 1971 North Bay Corvette Association "Spring Practice"  
at the Ryder St. Parking Lot in Vallejo  
Fee: \$2.50 Single, \$4.00 Couple  
Registration: 9:00 to 3:00. Tech: 9:00 to 3:30.  
Pre-Grid closes at 4:00 p.m.  
Limited to 100 cars. Entry requirements as per 1971 NCSCC Code.  
Helmets available. For information phone 456-9035 or 457-1328.

May 23, 1971 (As advertised in Wheelsport) Nor Cal Chevy Sports Association  
"May Madness" NCSCC Championship Autocross  
Note: No site was listed, nor run groups, nor times. Maybe  
a flyer will follow at a later date.

MILT RIVER

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CONVENTION MEETING

Well, members, you probably have heard enough about the Convention in many shapes and forms. But now is the time to put aside all talk and get in on the biggest thing this club has done for many years. By now I have tried to talk to each and every one of you concerning your participation. This Convention is a club effort and I hope we will all gain alot thru its happening.

The May meeting is very important cause we will work out all of the details. Any questions that you still have unanswered, please attend. For those of you who work nights, call and let me know. Think about where you might like to work, if you haven't been contacted. Listed below are the committees and their chairmen. For those of you already on a committee, you will be contacted by your chairman. We hope to have committee sessions at the May meeting, so this is very important for you to attend. See you at G.M.T.C. on May 4th.

Speed Event--Ron Trethan

- |                     |                |                 |                  |
|---------------------|----------------|-----------------|------------------|
| A. Tech--           | Kerry Jones    | E. Timing--     | Sharon Trethan   |
|                     | Gene Bothello  |                 | Samantha O'Brien |
|                     |                |                 | Vera Carlen      |
| B. Course Workers-- | Hank Lopez     | F. Announcing-- | Ken Altman       |
|                     | Rod Baker      |                 |                  |
| C. Pre-Grid--       | Milt River     | G. Posting--    | Nancy Lockwood   |
|                     | Larry Wong     |                 | Rosalie Johnson  |
|                     | Jerry Lockwood |                 |                  |
| D. Course Set-Up-   | Gary Carlen    | H. Clean Up--   | Clark Nelson     |

RON TRETHAN

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EXTRA! EXTRA!

What was the best birthday present Ron Christensen received on April 13th?  
A baby son! Congratulations to Sharon & Ron, and a big welcome to Tyson Keith.

NORTHERN CALIFORNIA CORVETTE ASSOCIATION  
GENERAL MEETING MINUTES

APRIL 6, 1971

The meeting was called to order at 8:20 p.m. by President Gary Carlen.

Gary then introduced Ron Trethan who gave an explanation of the membership requirements.

Hank Loney, Membership Director, then had the guests introduce themselves and invited them to attend our April 14th Roller Skating Social.

The minutes were approved as printed.

Treasurer Rod Baker invited members up to see the books after the meeting.

COMMITTEE REPORTS: Activities Director, Milt Piver, awarded the Satellite Grand Prix Club Par that NCCA won to Gary Carlen. He then gave the results of that race. He had no results for the PCA or Camino autocrosses. Milt gave an explanation of our June 6th championship autox. He read the schedule of events for April. Under Membership, Gary explained about ordering shirts in time for our Convention. And he would also like everyone to be wearing their name badges at the Convention. Under Socials, Sharon Trethan told of our Bowling Night Social and our Progressive Dinner. She gave the schedule of the Roller Skating Social on April 14th at Valle Vista. A wine cooler party is being planned as a second April social poolside at Bakersfield. On May 8th, Vicky Altman is checking into a Creeper Race with North Bay Corvette Association. Under Publications, Gail Piver set April 19th as the deadline for articles for the Kaleidoscope. She will be contacting members for resumes since she had exhausted the officers. Public Relations Director, Nancy Lockwood had no report.

Under SPECIAL REPORTS, Ken Altman didn't attend the SCCA meeting as planned so he had nothing to report but Rod Baker gave a few details of the Vacaville Race. Under WSCC, Ron Trethan told of the \$5.00 per person dues change. Vicky Altman read part of the December WSCC minutes to explain the \$5,000 loss suffered by British Columbia Corvette Club. Under NCSCC, Kerry Jones was not present so no report was given. Milt said there is a letter into the Easter Seal Society for an October Benefit autox hosted by NCCA.

There was no Old Business.

Under New Business, Vicky Altman read the E-Board recommendation that "all members wear NCCA white and blue color combinations at our WSCC Convention." Passed. Ken Altman asked for the responsibility of letting Associatedn Corvettes of Bakersfield borrow our timer for their April 24 and 25th WSCC benefit autox. Granted. Samantha O'Brien told of the upcoming hill climbs in Georgetown in June and Donner on September 4 and 5th. She also gave a rundown of the WSCC weekend in Bakersfield.

CONVENTION REPORT: Gary Carlen said we have 54 applications to date. He showed the trophies and explained the top driver awards. The booklet is in to the printer and is awaiting final proofing. Ron Trethan read a letter received from J. Pike of Chevrolet confirming a Chevrolet hosted cocktail party. He read off a few more door prizes that had been recently received. Gary asked for a Decoration Chairman or for any suggestion contact either Nancy Lockwood or Dave Pygeorge. Help is also needed to put the packets together. Contact either Gary or Ron Trethan or Rod Baker if you wish to help.

Gary then introduced the guest speaker for the evening from the California Division of the Highway Patrol. Officer Shetterley gave a talk on theft and smog control.

Under Announcements, Gary invited guests present to attend Koppies after the

meeting for beer and pizza. Gail Piver has a black sweater belonging to someone left from the Progressive Party. Ron Trethan announced under the Pylon Pitcher Club that Rod Baker is buying after the meeting. Rod is also in charge of ordering a dozen issues of Fabulous Corvettes to distribute for \$1.00 among club members. Bob Dunn, North Bay Corvette Association, announced that his club is holding a practice autocross on May 16th for interested drivers. Roger Boaz has a Carmen Ghia for sale. Vicky Altman is looking for a 1957 radio complete with speakers to buy.

The meeting was adjourned at 10:00 p.m. by President Carlen.

Respectfully submitted,  
Vicky Altman, Secretary

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

Dave Dickson  
22667 7th St.  
Hayward, Calif. 94541  
(415) 582-9270  
1961-283-Black Roadster

Robert Trimble  
369 Palm Ave.  
Oakland, Calif. 94610  
1970-350-Red Roadster

John Lavrador  
3149 Arizona St.  
Oakland, Calif. 94602  
(415) 536-3642  
1970-350-Bronze Roadster

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CHANGE OF ADDRESS :

Dave Pygeorge  
2210 90th Ave.  
Oakland, Calif. 94603

Ron & Sharon Christensen  
321 Goshen Ct.  
San Ramon, Calif. 94583  
(415) 828-4181

Hal & Joanne Doramus  
2910 Calais Drive  
San Ramon, Calif. 94583  
(415) 828-2221

PHONE NUMBER CORRECTION:  
Jim & Helen Clott  
(415) 232-8949

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One female NCCA member, wobbling on skates, to another member: "It's a lot like two wine coolers."

It was Tim's first year at college, and at his parents' request he telephoned them every weekend. During one phone call, the subject of long hair arose. When his mother asked him if he was letting his hair get too long, he replied, "No, Mom, just down to my carrying."

THE SOCIALIST

Anyone for punch! That's the way to start a Progressive Dinner. About 30 people started at our home for punch, then on to the Salad at Samantha's where we were joined by 3 more couples. The Main Course was at the Altmans' and then Dessert at the Boaz home. The last stop of the dinner was the Piver home where everyone enjoyed dancing till the wee hours of the night. I think that those who attended will agree for a \$1.50 a person you had a delicious dinner. I want to thank all of those who opened their homes for the dinner and all that attended.

April 14th was our Roller Skating Nite. Not too many brave souls, but all those who attended had a good time. Our "teacher" Hank Lopez conducted a class for some of us who wanted to learn a few new things like turning around, etc., plus some helpful hints.

Because of the success of our last Bowling Nite, we are planning another Bowling Nite for May 1st at Mel's Bowl, 300 Park Street, Alameda. Starting time 8 p.m. The price will be \$2.10 per person for three games and free shoes. We will have trophies for High Game Man and Woman and Low Game Man and Woman.

SHARON TRETHAN

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HERE'S WHAT'S HAPPENIN'!

- APRIL 30                      Cut-off date for Convention
- MAY 1                        NCCA Bowling Nite  
Mel's Bowl, Alameda, 8:00 p.m.
- MAY 2                        Autocross--Redliners--Pleasanton
- MAY 4                        General Meeting of NCCA--G.M.T.C.--8:00
- MAY 9                        Championship Autocross--Team Sprint  
Pleasanton
- S.V.S.C.C. Autocross--Cal Expo (Lot A)
- MAY 16                       Practice Autocross--North Bay Corvette  
Association--Ryder St. Parking Lot, Vallejo
- Autocross--Deanza Auto Tech Club  
De Anza College--Cupertino
- MAY 17                       Kaleidoscope Deadline
- MAY 23                       Championship Autocross--Nor Cal Chevy  
Sports Association--Site not listed
- MAY 28--31                  U.S.C.C. Convention, San Jose

The green flag drops and my foot flicks the 700 horses throbbing behind me into a roaring snarl. The pavement of the famed Indy 500 slips past, and snugged within my Lotus Ford's cockpit I swing into the warm-up laps. One has time to think in the warm-up...and to pray the little prayer my mother taught me as a child in Italy. Somehow it encompasses all the important things--to return safe, to do well in the eyes of God. It does not ask to win. I figure that's something I must earn. It will be the same with the other drivers. Each will be fighting to win, as it should be. Honest competition is healthy. But there is one element that must not develop within it, on the track or in any other phase of life--personal animosity. I know how deadly this can be, for it happened to me.

I don't exactly remember when the vendetta between racing driver A. J. Foyt and myself started. But I remember when it came close to killing one of us, or both. You might say it began to develop in 1964. A. J. Foyt had already won four national championships and two of his three Indianapolis 500 victories. I was a brash 24-year-old kid just cutting his teeth on dirt-track racing. Only nine years earlier I had come over from Italy with my parents, sister and twin brother, Aldo. Aldo and I already had the racing bug and not long after the family settled in Nazareth, Pennsylvania, we were bouncing around in local dirt track races in an old home-built jalopy.

By that summer of 1964 I had come up the circuit somewhat and had already been in some races against the famed A. J. He was the next thing to unbeatable. By summer he had racked up six straight championships and in most of them he finished so far in front he had time for lunch before the other drivers even saw the checkered flag. Being a young upstart, I began to fester about it. It didn't help any when Clint Bramer, our head mechanic, said, "Let me give you some advice, Mario. Don't worry about Foyt. Let him run his race and you run yours. There is no way you can beat him. So there's no sense skinning your back trying." Then, when Al Dean, owner of the cars we were driving, tried to offer me some fatherly advice on the same subject, I blew off in his face. "Al," I yelled, "I just want you to put it on paper that you will give me a thousand dollars every time I beat Foyt." Al just laughed and walked away. Well! I muttered to myself. If the other drivers wanted to believe they couldn't beat Foyt, it was their business. But for me, it wadded up in my stomach like a soggy batch of pancakes.

It came to a head August 15 when I entered the 30-lap sprint race at Allentown Fair in Pennsylvania. Sprint racing, by the way, is with small fast racers on a bumpy dirt track. You're usually bunched together and every move is a reflex. Until then I still hadn't won a major race, but I'd been close finisher in many. At the Allentown event I qualified for the pole position. Foyt started fifth. When the green flag dropped, he charged for the lead and accidentally bumped my left front wheel while we roared into the first turn. I swung out high, out of control, looping into the second turn and skidded sideways to a screeching stop. Maybe it was seeing a good chance for victory fly out the window, but I was hotter than my smoking tires. I went berserk. By the time we restarted my car I was a lap behind. But I jammed that accelerator to the floor and roared off like I was possessed.

((Continued))



MARIO ANDRETTI (Continued)

There was no way I could win the race this far behind, or even finish in the top ten. But my mind had shrunk to a size that could only carry one thought--- get Foyt. It took me several laps to catch the tail-end cars. But once I got them in view I charged past them all over the track. The crowd sensed something was up and began screaming like spectators at a Roman circus. The track was slick and I still don't know how I stayed on it. I nipped the outside wall several times and broke my right rear wheel late in the race. But I was blind mad, passing cars in unbelievable places, running some of them off the track. Rufus, my mechanic and car owner, was going nuts, jumping up and down and waving his arms, trying to get me off the track.

Near the end, Foyt was running third with veteran driver Branson fourth. As I snarled up to Branson's tail, he must have thought I was out of my mind. Here was a nut in last place fighting him as if it was for the world championship. We duelled for several laps before I slipped past him on the final one. As I roared out of the last turn, Foyt was in my sights---but he was crossing the finish line. Thank God. If I had caught him, I would have bumped him, which could have been indefensible and could have wiped us both out. When it was over, I was ashamed of myself. However, it seemed inevitable that Foyt and I had got on a collision course. Once I began winning races, the ingredients were there for the people who like to start feuds. Foyt was the champion. I was the new boy in town, a challenger to the throne. Next thing you know, so-called friends were sidling up to each of us with all sorts of "confidential intelligence." A fellow would mutter to me: "Foyt says you are too brave for your own good and somebody should tell you that you should use your brains." Somebody would tell Foyt: "Andretti says your reputation is much bigger than you are and he will smoke you off the next time." Most of this was pure bunk, if not a gross exaggeration of casual remarks. But it did the devil's work, stirring the fires of our personal enmity.

I remember when we were racing at the Minnesota Fair. Usually all the drivers stay at the same hotel. There's a lot of camaraderie and kibitzing around. But Foyt and I couldn't enter into it. We were both letting our grudges eat into us. When we'd meet in the hall, it was like two icebergs passing. Worse, our animosity spilled over onto the track; we were cutting each other off, bumping wheels. At 150 miles an hour a wheel bump can be as deadly as a cannon shot. Our friends were becoming quite concerned about us. For one has enough worries at the wheel without this element. One way or another, we had to have a showdown.

It happened, in a very unusual way. It was just before the DuQuoin Fair race in Illinois in 1966. We were all at the drivers' meeting about an hour before the race. There was the usual hubbub, men talking, asking questions, straightening out details. I was by myself. I happened to look up across the room, and there was A.J. standing there alone. Suddenly from somewhere deep within myself came the conviction that it was wrong to let rivalry turn into bitterness. We should not be enemies. Somebody had to put an end to the bad feelings. So I walked over to him. "Maybe we should talk," I said. "Sure," he said, with a light in his eye. We walked out to the parking lot behind the building, just the two of us. A hot Midwestern sun beat down on the asphalt and somewhere a racer rumbled in warm-up. We stood there and talked, openly and frankly. Foyt and I viewed the whole picture together. We didn't say much, just covered the important things, talking objectively, without anger, two people discussing a situation to which they were witnesses instead of participants.

(Continued)

MARIO ANDRETTI (Continued)

We admitted to a mutual love--racing. And we knew if we kept going the same way, we would divide our world into two camps. We decided that it did nobody any good for us to nurse a grudge. That was it. The air was cleared and we walked out of the lot together, each minus a ton of weight from his shoulders. Sure, we still go at it every time we get a chance. Foyt believes there is only one position in which to finish--first. So do I. But that little undercurrent of viciousness is no longer there. He's a great driver, some say the best. All I'll say is that the big dude will keep you busy on the track. If you are leading and he's in the field, you know that sooner or later he will be nipping at you. However, today we race wheel to wheel and do not worry.

There's something in the Bible that says if two men have a bone to pick with each other, one should go to the other and talk it over with him in private: "Moreover if thy brother shall trespass against thee, go and tell him his fault between thee and him alone: if he shall hear thee thou hast gained thy brother." Well, I can tell you it works. It did for A.J. and me in the parking lot at DuQuoin.

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FOR SALE

For Sale once again, Gary Carlen's old Green Run-Run.  
1956 Corvette, still with a 327 F.I. Engine, plus  
stock 7 $\frac{1}{2}$ " Mags. \$1,000. Call Hank Lopez at 828-2427

365 H.P. 327 c.u. Complete. 3,000 mi.  
780 cfm Holley, Zoom Disc & Plate,  
Ansen Bellhousing. \$300.00

Complete Corvette Rear End Assembly. 3.70 posi. 1964. \$100.00

Muncie 4 sp. & Linkage. 2.20 Low. 1964. \$175.00

1964 Corvette Roadster. Hardtop--Good Shape. \$100.00

For the above, contact Mike Anderson at 278-0858

1969 Corvette Convertible Hardtop--11,400 miles  
Black interior & exterior; 370HP, 3500 I. LT-1 (5 Year-50,000 mile  
Transistor ignition; warranty)  
4 speed close ratio transmission/ 4.11 positraction  
Heavy duty suspension/ Koni adjustable shock absorbers  
Corvette factory metallic brake pads/ power brakes  
Tinted glass/ tilt & telescopic steering wheel  
AM/FM radio; Alarm system  
Stock 8" wheels & tires with trim rings and hub caps plus extra  
set of 8" wheels with Firestone 5.20/10.20 x 15 stock class  
racing tires-tubeless with metal racing valves.  
Outstanding condition--never abused--never broken.  
Make offer (Reasonable.)  
Jim Wiegner 359-2545 (Home-Days) or 588-2424, Ext. 3030 (Evenings)

FOR SALE (Continued)

1966 Corvette Coupe--427. High Perf.  
Mags and Side Exhaust---Clean.  
Contact Ron Christensen at 828-4181

1967 Corvette roadster, blue with blue interior, both tops.  
427 with 390 HP, American Mags with Goodyear polyglass  
tires F series. Also two extra mags, also five stock rims  
and tires, four Goodyear Blue Streak capped once by Bucks.  
Contact John Flotten at 638-4814

1967 Corvette. Also a 1965 Chevy pickup truck.  
Contact Dave Schwafel at 967-0505

1965 1500S Karmann Ghia. AM/FM S.W. signal seeking  
Blau punk radio. Brand new Michelin X radials.  
Contact Roger Boaz at 531-1561

WANTED

Dual point distributor for '57 through '62 fuel injection.  
Contact Jim Pasha at 537-7265

ANNOUNCEMENT

Is someone missing a black sweater? It was left at the  
Fivers' after the Progressive Dinner. There's no size tag,  
but it's mohair and wool, made by "Souffle." Anyone knowing  
the whereabouts of its owner, please call 538-7719.

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Let's toast the May Birthdays!

Drink, for you know not  
Whence you came, nor why;  
Drink, for you know not why  
You go, nor whence.

Happy Birthday to:

Eileen Warnke	Barbara Bothello	Bill Geen	Jerry Lockwood	
	Bruce Benninger	Sue Boesch	Clint Mathews	Dave Mock
	Rich Garner	Roger Kraus	Sharron Raney	

NORTHERN CALIFORNIA  
CORVETTE ASSOCIATION  
PRESENTS  
BRANDS  
HATCH

CHAMPIONSHIP AUTOCROSS  
JUNE 6, 71

ALAMEDA COUNTY FAIRGROUNDS, PLEASANTON, CALIFORNIA

ENTRY FEE: \$3.50 per person \$6.00 per couple  
REGISTRATION AND TECH OPEN AT 8:30 a.m. AND CLOSE AT 2:15 p.m.

ENTRY REQUIREMENTS: TUBES (EXCEPT IN APPROVED RACING TIRES), SEAT BELTS, ALL CARS MUST HAVE MUFFLERS, HELMETS (WILL BE AVAILABLE), ALL CONTESTANTS MUST HAVE A VALID DRIVERS LICENSE.

TROPHIES, PAR PLAQUES, AND CLASSES AS PER 1971 N.C.S.C.C. AUTOCROSS CODE TO INCLUDE TTOD STOCK AND TTOD OVERALL.

RUN GROUPS

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

ALL CONTESTANTS MUST BE ON THE PRE-GRID 20 MINUTES AFTER THE START OF THEIR RUN GROUP TO BE ELIGIBLE FOR POINTS AND TROPHIES.

FOR FURTHER INFORMATION, CONTACT MILT PIVER AT 538-7719