



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9th, 1957

Volume 6, Number 10 Fred Strange, Editor November, 1963

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1963 CORVANNA SERIES CLASS CHAMPIONS

Modified Class

Terry Weygandt, Sacramento, NCCA, Corvette

Class A

John Zeh, Oakland, NCCA, Sting Ray

Class B

Gary Carlen, Alameda, NCCA, Corvette

Class C

Jim Smith, Richmond, NCCA, Corvette

Class D

Ben Heinlein, Santa Clara, Continentals SCC, Austin Healey

Class E

Charles Pistante, Hayward, Petit Prix SCC, Porsche

Class F

Elmer Begley, Concord, Red Liners SCC, TR-3

Class G

Terry Chandler, San Rafael, Square Wheel TS, Sprite

Sedan Class

Donald McKenna, San Jose, Lockheed SCC, Corvair

Ladies 1 Class

Wilma Kline, San Pablo, Highland TC, Austin Healey

Ladies 2 Class

Vera Carlen, Alameda, NCCA, Corvette

IMPORTANT DECISION TO BE MADE BY THE
NORTHERN CALIFORNIA CORVETTE CLUB----

As most of us know, the NCCA has been offered a unique opportunity to help bring top-flight sports car racing to the immediate Bay Area. The planners of the Rolling Hills Raceways have offered our Club the opportunity to subscribe to the initial capitalization of a new racing facility to be constructed near Livermore.

Facts of interest to all prospective stockholders:

LOCATION: Go out Highway 50, turn left on Vasco Road just before you reach the Hungry Truck Cafe in the Altamont Pass. The site is five miles out Vasco Road. You will know you are there by the windmill and a large flat area (future parking lot).

SIZE: 600 acres. (Laguna Seca has less than 400 acres.)

COST: It will cost approximately \$120,000 to get the project underway. The goal is to sell \$150,000 worth of stock. The corporation is authorized to sell \$200,000 worth of stock, but will retain the balance until some future time, in case it is ever needed. As of October 29, approximately \$35,000 had already been pledged.

TERMS: The Rolling Hills Raceways Corporation has a 10 year lease on the property with a 10 year option to renew. If they wish to purchase the property within the first three years, they may do so at a cost of \$300,000. After the first three years, they have the first right to purchase at the price offered by another prospective buyer.

STOCK: \$100 per share. All shares have full voting privileges.

ESTIMATED REVENUE PER YEAR:
\$63,000 gross. This will come from many sources, including rental to clubs for auto crosses at \$75 (a savings to the NCCA, for instance, of \$75 per Corvanna); rental to individuals for practice (same as Cotati)

for \$5; rental to SCCA, RDC, etc. This figure does not include other possible renters such as NASCAR, USAC, etc., who have all indicated an interest. There will also be income from concessions, etc.

ESTIMATED EXPENSES: \$31,000 which includes payments on least of \$20,000, upkeep \$6,000, insurance \$1,000, manager's salary, etc.

MISCELLANEOUS INFORMATION: The track is about 2½ miles long. Similar in many ways to Laguna Seca because of the rolling, hilly terrain.

Visibility will be excellent from the spectator's point of view. Over 50% of the course can be seen from any vantage point and 70% from the best spots. The spectators will be in the center of the course and the parking will be outside at either end. The track will average 40' in width.

Permanent installations will include the PA system, lighting, timing stands, toilets, snow fencing and hay bales. There will be flood lights for drag racing. They will own their own ambulances.

They will have their own well water (most people will appreciate that).

15,000 square feet of pit area will be paved and probably more than that in the future. There will be lockers in this area provided for those who wish to rent them for storage, etc.

Probably not all at the very beginning--but there will soon be bleachers, picnic areas and a swimming pool. Also, there will be locations where individual club houses may be built (a good thing for the NCCA to think about for the future).

If all goes well, it is possible that the new Rolling Hills Raceway will be ready to start operation shortly after the first of the new year--1964.

(MORE ON NEXT PAGE)

LAGUNA SECA -- OCTOBER 1963

The Laguna Seca Fall races were exciting races, just as they have been in the past. A full card of amateur races plus some of the best known drivers from all over the world in the Grand Prix gave the spectators three full days of fast machinery plus skilled driving. The weather was ideal; sunny but not unbearably hot. The crowds of people covering the slopes of the dry lake were estimated at from 40 to 50 thousand.

Friday was reserved for qualifications for cars in the Pacific Grand Prix. Early in the day the course record was shattered by Bob Holbert in a Cooper-Ford (or 'King Cobra') with a time of 1:11.8 for the 1.9 miles. Other cars tried to equal or better Holbert's time but at the end of the day, the new record still was unbroken. Dave MacDonald in the same type of car blew his engine while trying to qualify and had to retire. Paul Reinhart's Super Genie was overheating badly due to a sheared water pump drive.

The fast pace sent other cars into the pits for minor and major repairs. At the end of the day, almost all of the big names had qualified; Graham Hill, A. J. Foyt, Roger Penske, Holbert, and others. The Cunningham-Momo organization was out in full strength, the Maister Brausers, John Mecom's Texas team and Angel Aviation from Florida all put on a thundering show.

Saturday was devoted to amateur production cars and once more the Cobra name was in the lead. Allen Grant turned the fastest time in the bright yellow Coventry Motors Cobra. Bill Sherwood, Red Faris and Bob Mesbarger in their Sting Ray Corvettes put on a good show, but could not touch the Cobra.

Ron Craven placed first in B production in the qualifying race on Saturday and again in the A-B-C-D production race on Sunday morning.

The placing of the cars in the Sunday Grand Prix somehow fades from memory (perhaps Ensenada, B.C. was still

too vivid and Laguna Seca was an anti-climax) your author does remember that the 'amateurs' really 'wiped out' the professional drivers, with Dave MacDonald placing first in the Grand Prix (Holbert blew his motor on Sunday), Jim Hall (professional) from Texas, placed second (these in the over 2-liter class), and Don Wester in his Porsche placed somewhere in the money in the under 2-liter class -- anyway the amateur drivers (amateur???) did pretty well walk off with the honors, leaving the professionals licking their wounds and probably planning to beat our own California 'amateurs' next year.

It was a very successful race weekend!!

CONTINUED -- RE THE ROLLING HILLS
RACEWAYS -----

The following recommendation was unanimously adopted by your Executive Board at a meeting held on October 29, 1963:

Recommended that the NCCA invest \$3,000 in Rolling Hills Raceway stock."

The recommendation will be voted upon at the November 5 meeting at General Motors Training Center. Personal pledges (which do not have to be paid until after the first of the year) may be made at that time also, or at any time up to January 7, 1964, if the stock isn't all gone by then. Many of our members and former members are investing on their own. If there are any questions, the Board will answer them at the meeting.

NOTES FROM THE EDITOR

This edition is the third and final issue of the KALEIDOSCOPE to appear under my interim editorship. In taking on the task of putting out these last three issues of the year my goal was specifically to continue the excellent standards and format set by MARIE HOY over to the next editor of the KALEIDOSCOPE in an unbroken chain. It is my hope that we have had some measure of success in achieving this goal. To the extent that we have, much of the credit is due to PAUL and SHIRLEY BESHKEFOORIAN and JOHN and SIG ZEH. The B's have contributed many well written articles and have assisted in the typing and printing of every issue (requiring only an apparently unlimited source of Rainier Ale to keep the efforts at a maximum). The Z's have taken the task of doing the front page, the Winner's Circle and the NCCA Calendar for each issue. With this kind of co-operation life becomes very pleasant indeed. I am sure the club joins me in thanking these people for their time and efforts, without which we probably would not have had a KALEIDOSCOPE at all.

Our social year may have come in like a lamb, but it is sure going out like a lion. This is by way of asking if you have noticed the tremendous job JERRY VERCELLI has been doing as Social Chairman. After a series of near misses it looks like this job has finally landed on the right guy. The social calendar now includes three events which promise to be --ah, shall we say "memorable"--, based on past experience. First there will be the presentation of trophies from our closed event at Cotati on October 27. This will take place right after the regular meeting at the GM Training center on Tuesday, November 5, 1963. We will have the special banquet room at our disposal--so it looks like pizza and beer for everyone and trophies for almost everyone.

Next on the list is a dinner meeting at ART'S BUFFET in Oakland at which we will present the overall trophy awards for the '63 Corvanna series. (See the announcement and reservation form in this issue.)

Finally we have the Christmas Party planned at the Galleon Restraunt in Alameda. Several notices have appeared in the KALEIDOSCOPE about the party, so all should be aware of it by this time. A reservation form is included in this issue for the Christmas party also. Please note that the reservation MUST be returned by Dec. 10. We will have tickets printed for this party and the deal is--no reservation-noticket---noticket-no dinner!!! So let's get those reservations in NOW.

NOMINATION OF NEXT YEAR'S CLUB OFFICERS

The nominating committee has selected it's list of candidates for the elective offices of the club for 1964. Those nominated are:

PRESIDENT
Jim Craven

VICE-PRESIDENT
Jerry Vercelli

RECORDING SECRETARY
Lavern Roebler

TREASURER
Jerry Haakenstad
BOARD OF DIRECTORS
Marie Hoy
Max Gumm
Al Nicca
Gene Sousa
John Zeh

The members on the nominating committee were:

Marie Hoy
Max Gumm
Jack Riis-Chairman
Doug Williams
Jerry Vercelli

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

Come to the Trophy Presentation
of
the OVERALL TROPHIES

at
Art's Buffet 4031 Broadway, Oakland

When: Saturday, November 16, 1963

Dinner Menu: New York Steaks
Baked Potato (and sour cream)
Vegetable
Salad and Roll
Dessert
Coffee or Tea

All for \$3.25 (tax included)
Dinner by reservation only
(no reservation--no dinner)

Time: Cocktails at 7:00 (or earlier if you wish.....)
Dinner at 8:00

See you then,

Jerry Vercelli
Social Chairman

RESERVATION

Please make _____ reservations for dinner at Art's
Buffet, November 16, 1963 for the OVERALL TROPHY presentation.

Signature

Mail to: Jerry Vercelli
3020 E. 18th St.
Oakland, Calif.

Phone: Jerry Vercelli
532-5157
Jim Craven
LO9-0805
Stan Hansen
562-1180

DATE LINE: ENSENADA, BAJA, CALIFORNIA
(MEXICO -- THAT IS!!!)

On Friday, October 4, six NCCA members took off for Ensenada, Mexico--in Baja, California -- down the Baja peninsula, about 65 miles south of Tiajuana. Fred and Carol Strange, and Gene and Laurie Duley took off Friday afternoon in the Strange's VW Microbus -- also known as the "Grey Ghost or the "Green Flea". However, ever loyal to their Corvettes, the back of the VWbus was filled to the brim with Corvette seats, ready to be re-upholstered in Mexico. Friday evening, Shirley and Paul Beshgetoorian left, also for Ensenada. They took their Corvette.

We all got together at the Bahia Resort Hotel in Ensenada about noontime Saturday and the bargains, ball and fire-works (they're legal in Mexico) began.

Perhaps you have all had an interesting vacation this year, but we (the Stranges, Duleys and 'Beshs') think that our vacation was of interest to all Corvette owners as a possible social 3-4-or 5 day 'weekend'-or a whole week--trip for anyone who is interested in rugs, upholstery or just a ball.

We found a place to get our rugs and re-upholstery done in Ensenada where the people were as friendly as anyone you would care to meet, and who did a fantastic job in a few hours and at a price no one could beat. The rugs and re-upholstery in a Corvette came to a total price of \$41.00 and the naugahyde and rug material used are as good as any material at any price you can get here in the States.

While there the first week-end at the Bahia was devoted (by the Bahia) to the Jaguar Owners' Club of San Diego. The mayor, police chief and all of Ensenada's officials turned out to welcome them with open arms. Forty-one Jags were down there--from the old ones to the 'E' types. They held an autocross on the sand at Estero Beach, 6 miles south of Ensenada. The whole beach was 'wide open' but for some reason, the course was pretty Mickey Mouse. They also held a hill-climb

which we drove over later in the week. That did look pretty WILD!! We talked with the president of the Jag Owners' Club and he told us that they had been going down there for a number of years. They used to hold their autocross on the main streets of town, but it seems that last year the Porsche owner's club held their autocross through the streets and killed a local citizen and the local 'policia' put an end to racing through the streets. Still, the beach looked good and there could have been a pretty long course set up there if a club chose to do so.

We are told that there is a lot of red-tape to go through to get a weekend like that set up. You write the Mexican Consulate, the United States Consulate, the federal police, the city police, the county police, and anyone else who happens to be in power at the time. But they really turn out the 'red carpet'. The Jag people have been going there for some time -- the Porsche owners have evidently been going there too and since the 'natives' are impressed with Corvettes, why don't we plan something sometime??????

It is a long drive -- much too far for a 3-day weekend. But maybe we could plan something in conjunction with another sports car club and anyone who could get a few days off could go down there and have a real time of it.

Ensenada is a small seaport city with a few resort-tourist-trap-type places. We had a ball--and the people there are the nicest we've ever met!! -- As long as you have a friendly smile for them, they reciprocate. The prices are right -- the beach is there for an autocross, and the town welcomes nice people with open arms. Certainly there must be a lot of people in NCCA who need their Corvettes re-upholstered and new rugs. We highly recommend Ensenada, B.C.

P.S. The Besh's are going down again for a week in April. Anyone 'wanna' go too????????

WINNERS' CIRCLE

Saturday & Sunday, September 28-29 - "Polaris Grand Prix 11 of Endurance" by Lockheed SCC, at Pleasanton

Class A-2

- 1. Terry Weygandt
- 2. Gary Gould
- 3. Bob Kerr

Class D

- 2. John Zeh
- 3. Gary Carlen

Class J

- 2. Vera Carlen

Club Participation Trophy - NCCA

Team Challenge Award - SCCA (Drivers, Michael Watson, Jerry Saurman, John Kelly & Robert Jones)

Sunday, October 6 - "9th Annual Grand Prix Autocross" by Continentals SCC at Westgate Shopping Center

Class A-2

- 1. Terry Weygandt (also Top Time of Day)
- 3. Bob Kerr

Class D

- 2. Gary Carlen
- 3. Max Gumm

Class E

- 1. Jim Smith

Class J

- 1. Vera Carlen

Club Participation Trophy - NCCA

Team Challenge Award - NCCA (Drivers, Terry Weygandt, Jim Smith, Gary Carlen and Max Gumm)

Sunday, October 6 - "Stripper's Auto-cross" by Pacific Trails SCC at Marysville

Modified Class

- 1. Terry Weygandt

Class A

- 2. John Zeh

Sunday, October 13 - "Camino Sprints" by Camino Corvettes at Cotati Raceways

Top Time of Day - Ed O'Shea - Cobra

Class A-2

- 2. Jerry Vercelli
- 3. Terry Weygandt

Class D

- 1. John Zeh
- 3. Ernie Grabstein

Class E

- 1. Jim Smith
- 2. Gary Souza

Class J

- 1. Vera Carlen
- 2. Bobbie Gumm

Club Participation Trophy - NCCA

Team Challenge Award - NCCA (Drivers, John Zeh, Ernie Grabstein, Gary Carlen and Max Gumm)

Sunday, October 20 - "Mini Monaco" by Sacramento SCC at Sacramento Fairgrounds

Class 6

- 1. Jim Smith

NO. 100, 11/11/50
CHAS. H. WOOD, JR.
ALBANY, N.Y.

WINNERS' CIRCLE

"Mini Monaco" - Cont'd.

Class 7

2. Gary Carlen

Class 10

1. Vera Carlen

Class 13

2. Terry Weygandt
