



Kaleidoscope

NORTHERN CALIFORNIA CORVETTE ASSOCIATION

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SEPTEMBER 1969

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"SALTY ALTY'S" BITS & PIECES

FLASH--October 7th, next regular meeting of NCCA.

FLASH--Welcome new members Jim Nelson, Terry and Rosalie Johnson. It's going to be fun (right Jim and Terry). A little beer couldn't hurt anyone.

FLASH--Thank You Gary, Vera, Tammy, Jacin, Terry Ann, and Bing. We really enjoyed your new pool and the twins had alot of attention!

FLASH--Our deepest sympathy Helen Clott, we hope you're feeling fine on your long recovery of that car accident. Please keep in touch.

FLASH--TRANS-AM RACES FOREVER!

FLASH--Big-O-Tires has made one more NCCA member happy. Our own Bill Geen has gone to the funny tires and 10 inch Ansens. Good Luck Bill!

FLASH--Kerry Jones Takes Squaw Valley. Kerry came out late in the day and knocked off TTOD at the Olympics by more then three seconds. Congratulations Kerry!

FLASH--Nominating committee has there work cut out, so beware of Flotten's house. The sign reads Master Minds at Work. Members to contact if you desire an office are Ron Trethan, Hal Doramus, John Flotten, Dave Mock and Samantha O'Brien.

FLASH--If setting up a course is what you want, then call Ron Christensen, because our last autocross was one of the best. For goodness sakes Ron, we knew you could do it. Congratulations.

FLASH--The good guys award goes to 2 NCCA Pro-Sitters. Thanks fellows for helping us out of a tough spot.

BITS & PIECES (Continued)

FLASH--John Zeh, 1963 Corvanna Series winner and charter member of NCCA, tried out our last autocross and fared real well. Good to see ya out there John! It's not to often we see past President's that are still active.

FLASH--I don't know what films the members enjoyed most at the last meeting, but one of them drew alot of haws and yeas. It really wasn't a smoker Ron C., you were just dreaming.

TRANS-AM FOREVER

On Saturday, August 23rd, at 4:00 a.m. Jack Irasmith roared up in his 1968 bronze roadster. The time had come for us to witness our first Trans-Am Race since the series had started. Very much impressed as I am about the series, and the cars they drive, I was looking forward to a whale of a weekend!

We arrived at Laguna Seca around 7:00 a.m., found a parking lot that was easily accessible and proceeded to the day's business. Since the Penske team hadn't arrived yet, I looked very closely at many of the other pro and amateur cars to see what makes them tick. Ford had rented the track the day before so that Carol Shelby's team was there already, as was Bill Meyer's Mustang. Shelby's team cars didn't impress me as being as well groomed as you would expect the Ford manufacturer cars to be, but looks aren't everything.

The first cars that really started turning my eyes from olives to watermelons were the team cars of Jerry Titus' Firebirds. The Firebirds "autocross" type cars with their 8" minalite wheels and tire sizes ranging from 500/1130's in front and 600/1230's on the rear, made the set up of the rest of the car unbelievable. By this time, the Penske team had arrived, in force, including Captain Nice, Mark Donohue. I really felt sorry for their team of workers because of 75 plus onlookers including NCCA'ers Jack Irasmith, myself, Ron Trethan, Bill Geen, Dave Mock, and Bruce Benninger. I don't know about the rest, but I followed Donohue like a second skin for most of the day. In talking with crew members and Roger Penske, in person, we were able to observe and learn alot about the preparation of a trans-am sedan. The agility and willingness of the Penske crew was their major asset.

The Sunoco Camaro after every race is completely torned down and every little part is checked for strain and fatigue and is then painted or cadium plated II (gold) and then reassembled. The Camaro then takes the appearance of a plastic model that you might spend months putting together just to set on a shelf!

Saturday was a day well spent checking out the cars and watching the qualifying for grid position for Sunday's 2-1/2 hour race.

Back to Menlo Park for a quickie E-Board meeting, which included a shower and dinner! (Some meeting wasn't it?) Jack Irasmith has got to be one of my most versatile friends, because who else would sleep in a Corvette roadster all night? (Sorry about that Jack.)

Early Sunday found us talking to old friends Red Paris, Steve Fronis, Larry Albeti, Hugh Harn and many prospective NCCA members. About 10:30, the Sedan crews really got down to business. They drew for pit numbers, then set up their gas towers and trucks along the pit wall, with the anticipation of a couple of quick pit stops.

The race was off and the Mustards of the Bud Moore team looked like a couple of rabbits, but like in most rabbits they fell by the wayside before the race was over.

BITS & PIECES (Continued)

The Sunoco Camaro was all set to enter any Concour around. The suspension parts were cadium plated upper and lower control arms, springs, sway bar, connecting links of the sway bar. Also all of the nuts and bolts were aircraft locking, then drilled and safety wired. The ball joints were cold black against the gold cadium plated spindle supports and the molly orange Koni shocks offset the more simply detailed front suspension. The air ducting to all four wheel disc brakes blended with the rest of the suspension. The whole under side of the unitized body was painted a creamy gray. The rear suspension parts I witnessed and rear housing was painted jet black as were the springs and supports and the molly orange Koni shocks offset the concours looking rear suspension. The interior decor was done strictly for business only. Under the royal deep blue hood was a stable of the thoroughbred horses. It had tuned exhaust system by Traco, heads by Bartz, anywhere from 2 850 CFM hollys to 2 1350 CFM hollys upon a chambered intake manifold. Radiator was all aluminum with no fans but plenty of schroding, and water connections were the fitting type and the hoses of coarse steel mesh flex hose.

As a spectators event, it wasn't what I would call the most interesting unless you could realize the difference of endurance, quick pit stops, and a consistant driver as Donohue. In observing him in most of the corners during the weekend, he never missed a stride. I believe this was one of the reasons for winning, not just staying out of trouble. As the 2-1/2 hours passed, it was Donohue and Leslie even up and including their last pit stop which brought a howl of approval from our group. A 4 second flat as compared to the Mustang's 20 second stop.

Well, I for one am looking forward to the next Trans-Am at Sears Point. I have front row seats and I plan to again adopt Mark Donohue for the weekend.

KEN ALTMAN

California George Bolthoff, head of the CanAm engine preparation at McLaren works says, "There is nothing magic about what we do. The important thing is the way you do it. Reliability is important."

Chevrolet tells anybody whatever it is they want to know about their engines, and they're very helpful in that way - they go racing the sensible way, getting paid to be given publicity.

(Taken from Competition Press & Autoweek, October 1969)

Dodge Goes Beep Beep (Taken from Hot Rod Industry News, Sept. 1969)

Plymouth, after spending some fifty grand on research looking for a horn that sounds like that elusive little bird on the Saturday morning cartoon show, finally settled on a device that was already available inside their own company. The 1970 Road Runner will come equipped with horn from a "1950 Dodge."

McCreary Forms Racing Tire Division: A division to produce and nationally market oval track racing slicks has been formed by McCreary Tire, Indiana, Pa. Named "Buck's Racing Tire Division," the new McCreary branch will be headed by W. J. "Buck" Nibler. Having been associated with oval track racing for several years, Nibler is the originator of the Buck's tire designs.

NORTHERN CALIFORNIA CORVETTE ASSOCIATION
GENERAL MEETING MINUTES SEPTEMBER 2, 1969

The meeting was called to order at 8:15 P.M. by President, Ken Altman.

Milt Fiver, Membership Chairman, had everyone introduce themselves.

The minutes were approved as published.

Rod Baker gave the treasurer report.

Under Activities, Ron Christensen said a sign up sheet was being passed around for workers for the NCCA autocross on Sunday, September 7, 1969. He said that he had taken the liberty of appointing Committee Captains. Woody Lewis offered to tow the trailer to the Milpitas site. Ron then stressed the importance of no alcoholic beverages on or about the Ford Plant. He also mentioned that he has been trying to secure the Ford Plant for a series next year. He then gave a speech on NCCA's purpose.

Under Social, Ash Boesch was absent, so Ken gave a brief report. He asked Ron Christensen if he could possibly change the Russian River social to the following weekend because of the Trans-Am conflict. Ron said he would talk to his parents about the change and let us know at the autocross on Sunday. Members of North Bay Corvette Club told us about the corral at the Sears Point Trans-Am Race on September 20 and 21. They also have tickets on sale for \$4.00. They also mentioned bringing your club banners to the Corral.

Membership found Milt Fiver bringing in Terry and Rosalie Johnson as new members. He also said that he had the WSCC sweatshirts in his possession.

Public Relations, John Flotten, was asked to send a letter of thanks to the San Diego Corvette Club for hosting the convention and to the hotel for their courtesy.

Publications, Sharon Trethan said articles are due the 22th of September.

Under Special Reports, Ron Trethan told about the new WSCC officers. Pre-convention site in 1970 is Riverside; Convention July 31, August 1 and 2 in Vancouver, B.C. and Convention in 1971, is a joint with the National Council in St. Louis. In October, Corvettes of Nappa Valley are again hosting a WSCC weekend, including meeting, concour, and perhaps a tour. Camino Corvettes are throwing a championship autocross that same weekend.

Under Speed Events, Ken said that A and B Stock may be combined. Petit Prix's championship was pulled in October because of the last one they threw.

Council Report by Ron Christensen consisted of explaining the Xmas Tree Award to North Bay Corvette members.

There was no old business.

Under new business, a nominating committee was elected: John Flotten, Hal Doramus, Ron Trethan, Dave Mock and Samantha O'Brien. Ken explained the duties of the committee.

Announcements were the E-Board meeting is September 27th at the Trethan's house. Nancy Lockwood asked for blood donations for her father. There were the usual "for sales".

The meeting was adjourned at 9:30 by Ken Altman. We all stayed to watch some films of recent autocrosses and the Trans-Am race. 38 people were present.

Respectfully submitted,

VICKY ALTMAN

UNCLE MILTIE

Well, Members, its that time of the year again. Under Article IV, Section A, Paragraph B, it reads as follows: "Annual membership fees shall be \$12.00 (twelve dollors) per car". Under Paragraph E, "Membership fees shall be due and payable November 1 and shall be considered delinquent as of midnight December 31." So to any members wishing to be a member in 1970, your dues will be accepted by our treasury.

So gang, make things easier on next year's membership director and mail your dues in promptly or before December 31, 1969. After December 31, your dues will be delinquent and you may be fined.

Thanks to North Bay Corvette Assn. for procuring tickets for the Trans-Am event at Sears Point on September 21. A 12 car caravan left Ken Altman's service station at 7:00 a.m. Our arrival at the Corvette Corral was quite dusty and the A & B prodified car drivers had to watch the rough terrain very closely.

The Camaro of Mark Donohue outdid the "Fix Or Repair Daily Horse" of Parnelli Jones by about 3 seconds in an 80-lap race covering a total of 201.8 miles. The finish of the race was very exciting because even though I don't like to admit it, Parnelli was catching up every lap. But when timing Donohue he was letting off towards the end. He more than likely knew he was winning the race. I'll bet Jones wishes he had the pit crew that Mark Donohue had because Donohue's crew was so fast.

After the event, members went over to San Rafael to the house of North Bay's vice president for a barbeque. Unfortunately some members got lost in traffic and didn't show up. We probably missed each other by a few minutes. But in all, everyone had a great time.

I personally am looking forward to the Trans-Am Series next year at Sears Point and Laguna Seca. It should prove to be interesting.

MILT PIVER

GRAN FLANDERS (Taken from the Vette Gazette (DCA) September 1969)

Dear Gran: I belong to a very exclusive Sorority. We have a strict rule about dating only football stars, A.F.A. seniors and guys who drive Corvettes.

Yesterday one of my sorority sisters told me the fellow I have been dating is a high school R.O.T.C. senior and really drivers an Opel GT.

Glasses would ruin my beautiful looks and contacts irritate my eyes - what do you suggest to prvent more embarrassment?

Sincerely - Number - One - Beauty

Dear SNOB: You sound like the near-sighted girl who can't see her friends until they are on top of her.

Granny

JOHNNIE ON THE SPOT

Our Autocross on September 7th was a success as I heard no complaints, in fact everyone I talked to was satisfied with the course. So thanks Chris for designing such a beautiful and successful course, which is hard to do to please everyone and I think you did just that.

Then after the Autocross we ended up at a pizza place in Fremont, I think, at least most of us did, huh girls! ha ha (inside joke). From what I heard and from what people told me, I had a good time and we went through 21 pitchers of beer which wasn't too bad for a total of 19 people and out of them there were a few drunk people and you people know who you are so I don't need to point you out. Then of course the local die hards or should I say the local drunks ended up at Jim Nelson's place in Fremont where we stayed till the wee hours of the morning. If you are curious as to who these die hards are, I'm going to leave it up to your curiosity, or all you have to do is come to the next general meeting of NCCA on October 7th and look for the blood shot eyes and you should know from that. But that could be rough as just last weekend we had a fantastic social with North Bay Corvette Assn. after the Sears Point Trans-Am Races.

There was a Corvette Corral at Sears Point International Raceway for the SCCA Trans-Am on September 21 and there was quite a lot of magnificent corvettes there. Oh yes, if you haven't heard by now, Mark Donohue took first place in the Trans-Am and Parnelli Jones was 2-1/2 seconds behind in second place.

For you unlucky ones that were unable to attend the social put on by North Bay Corvette Assn., you missed one heck of a good time. Even those I did leave early there were many things to do from trampolining to swimming to playing pool and of course there was ample beer and food.

So our thanks go out to Neil and Robin Andersen for hosting NCCA for a dinner and good times.

See you all October 7th for our next meeting. Take care and have fun.

JOHN FLOTTEN

AUTOCROSS - CHAMPIONSHIP - October 19, 1969 - Camino Corvettes presents Little Laguna IX
Ford Plant, Milpitas - Trophies as per NCSCC Code - TTOD Stock and Overall - Run Groups
Registration open at 8:30 AM - First car out 9:00 A.M. - \$3.50 per person - \$6.00/couple
Run Schedule:

9:00 - 10:30	Classes MP, EP, FP, NS, ES	10:30 - 12:00	Classes FS, Q, GS, IS, JS, NP
12:00 - 1:30	Classes GP, IP, JP, OS, AS, BS, LS, DS	1:30 - 3:00	Classes KP, AP, X, KS, CS, HS
3:00 - 4:30	Classes LP, BP, CP, DP, HP, MS	<u>GRID CLOSES 30 MIN. AFTER START OF RUN GROUP</u>	

CALENDAR FOR OCTOBER

OCTOBER 7 General Meeting of NCCA - G.M.T.C.
 San Leandro - 8:00 pm

OCTOBER 12 Auto-X - Competition SCC - Cal-
 Expo Sacramento

OCTOBER 17-19 Vintage D' Elegance - Corvettes
 of Nappa Valley

OCTOBER 18 WSCC Meeting - Napa

OCTOBER 19 Auto-X - Championship - Camino
 Corvettes (see details enclosed)

OCTOBER 20 Kaleidoscope deadline

BORED NOTES

TRANS-AM RULES

1. To be eligible, each model must be built in quantities of 1000 units or more. The maximum wheelbase allowed is 116 inches and the minimum weight is 2900 pounds without fuel and driver.
2. Each car must have an onboard starter and start by its own power (though it may be push-started in the pits, stopped and restarted under its own power). Only the driver may repair the car when it stops out on the course.
3. To be considered a finisher, the car must cross the finish line no more than five minutes after the winner has taken the checkered flag and must have completed half of the distance of the winning car.

SCCA'S 1969 TRANS-AMERICAN CHAMPIONSHIP FOR MANUFACTURERS

After 11 of 12 Scheduled Races

	<u>Site</u>	<u>Date</u>	<u>Points</u>	<u>CHEVY</u>	<u>Points</u>	<u>FORD</u>
1.	Mich. Intl.	5-11	6	Donohue	9	Jones
2.	Lime Rock	5-30	4	Johnson	9	Posey
3.	Mid-Ohio	6-8	9	Bucknum	6	Jones
4.	Brdghmpt.	6-22	6	Donohue	9	Follmer
5.	Dnybrk.	7-6	6	Leslie	9	Jones
6.	Bryar	7-20	9	Donohue	4	Revson
7.	Mt. Trem.	8-3	9	Donohue		
8.	W. Glen	9-10	9	Donohue	6	Jones
9.	L. Seca	8-24	9	Donohue	4	Gurney
10.	Kent, Wash.	9-7	9	Bucknum	6	Jones
11.	Sears Point	9-21	9	Donohue	6	Jones

SCORE: CHEVY 85
 FORD 68

CAMARO IS A HORSEWHIP

RON TRETHAN

MEMBERSHIP ROSTER - SEPTEMBER 1969

ABOAF, JOE & ADELE	301 Cottonwood Dr., Vallejo 94590	(707) 642-9061
ALTMAN, KEN & VICKY	4471 Hyacinth Ave., Oakland 94619	(415) 531-5383
BAKER, ROD	1317 Regent St., Alameda 94501	(415) 523-5485
BENNINGER, BRUCE & SHARON	5950 Alexandria Pl., Stockton 95207	(209) 477-1349
BOAZ, ROGER & FLORABELLE	829 MacArthur Blvd., Oakland 94610	(415) 832-7127
BOESCH, ASHLEY & SUSANNE	744 Coleman St., Apt. K, Menlo Park 94025	(415) 322-1385
BOTHELLO, GENE	Route 3, Box 3100, Auburn 95603	(916) 885-6962
CARLEN, GARY & VERA	7835 Kentwood Way, Pleasanton 95460	(415) 846-4889
CHRISTENSEN, RON & SHARON	202 Kenilworth Ave., San Leandro 94577	(415) 638-8622
CLOTT, JIM & HELEN	7304 Gladys Ave., El Cerrito 94530	(415) 232-8499
CRAVEN, JIM & LA VERNE	20461 John Dr., #2, Castro Valley 94546	(415) 582-3882
DE CASTRO, BUD & LILLY	11 Grande Vista, Novato 94947	(415) 892-5943
DORAMUS, HAL	1275 Treat Blvd., Walnut Creek 94598	(415) 933-1897
FLOTTEN, JOHN	9931 Lawlor St., Oakland 94605	(415) 638-4814
GARNER, RICHARD	18466 Lake Chabot Rd., Castro Valley 94546	(415) 582-6364
GEEN, BILL & LINDY	2300 Quiet Place Dr., Walnut Creek 94598	(415) 935-2853
GINTIER, JACK & MARIAN (BOOTS)	803 Wiget Lane, Walnut Creek 94598	(415) 933-0512
GRAY, RON & MARY ANN	150 Olympic Ct., San Bruno 94066	(415) 588-3411
HAAKENSTAD, JERRY	1009 Murrietta, Livermore 94550	(415) 443-1052
HUDSON, KEN	2890 Evergreen Dr., San Bruno 94066	(415) 589-8764
IRASMITH, JACK & HOPE	1830 Sequoia Ave., Burlingame 94010	(415) 697-0170
IRISH, MIKE & LYNNE	3432 Storer Ave., Oakland 94619	(415) 536-0175
JOHNSON, TERRY & ROSALIE	2270 John Ct., #6, Castro Valley 94546	(415) 537-0332
JONES, KERRY	3830 Pacheco St., San Francisco 94116	(415) 664-4904
KERR, BOB & JUDY	5071 Seaview Ave., Castro Valley 94546	(415) 582-5229
KRAUS, ROGER & DEIDRE	1575 "D" St., Hayward 94541	(415) 538-5159
LEE, RICHARD	4456 Reinhardt Dr., Oakland 94619	(415) 483-0339
LEWIS, LYNWOOD (WOODY)	P.O. Box 8845, Stockton 95204	(209) 463-5936
LINDER, CLARENCE (ORVIL) & MARIE	33819 Alvarado Niles Rd., #2, Union City 94587	(415) 471-7839

MEMBERSHIP ROSTER - SEPTEMBER 1969

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LOCKWOOD, JERRY & NANCY	36664 Darvon St., Newark 94560	(415) 792-0440
MATHEWS, CLINT & NANCY	20054 Lake Chabot Rd., Castro Valley 94546	(415) 537-6631
MILLER, WILLIAM	4th & A St., Eureka 95501	(707) 443-3033
MCKK, DAVE	5143 Parkridge Dr., Oakland 94619	(415) 531-0207
NELSON, JIM	3843 Carol Ave., #216, Fremont 94538	(415) 657-5212
NICHOLS, TOM	1100 Lincoln Ave., #5, Walnut Creek 94598	(415) 933-2516
O'BRIEN, SAMANTHA	230 Begier Ave., San Leandro 94577	(415) 632-4356
PIVER, MILT & GAIL	19139 Christensen Ct., Castro Valley 94546	(415) 538-7719
PRETTI, MANNY	2125 Bockman Rd., San Lorenzo 94580	(415) 278-2347
REEDER, WALT & JANET	4426 Penniman, Apt. B, Oakland 94619	(415) 536-1537
SCHWAFEL, DAVID	903 Plumtree Lane, Mountain View 94040	(415) 967-0505
SILVEIRA, DAVE	1278 Terra Ave., San Leandro 94578	(415) 483-2019
SKELLY, BRUCE	1315 Regent St., Alameda 94501	(415) 521-2964
THORNTON, BILL	675 - 36th St., Richmond 94801	(415) 893-8095
TRETHAN, RON & SHARON	18365 Carmel Dr., Castro Valley 94546	(415) 582-6218
TSIRLIS, MIKE	7297 Hansen Dr., Dublin 94566	(415) 828-0937
WHITE, JEROME	3434 Andrade Ave., Richmond 94804	(415) 233-2401
WHITE, ROBERT (DOUG)	121 Pine St., #209, Concord 94521	(415) 686-2783
WIEGNER, JAMES	1296 Crespi Dr., Pacific 94044	(415) 359-2545
WILSON, RON	987 - 42nd St., Oakland 94608	(415) 658-9212
ZEH, JOHN & SIG	3235 Brunell Dr., Oakland 94602	(415) 531-1124