



# Kaleidoscope

## NORTHERN CALIFORNIA CORVETTE ASSOCIATION

INCORPORATED MAY 9th, 1957

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### THE PRESIDENT CORNERED

The unseasonal rainstorm Sunday, September 22 cut the NCCA Corvanna off just when it was going good. You can never count on the weather to cooperate even in September. Since there are no open dates for Sundays on the Council Calendar for the remainder of the season your Executive Board has no choice but to terminate the 1963 Corvanna Series Championship as of the Aintree Corvanna July 14. Drivers class points as of that event determine the winners of the Class Championship Awards.

The NCCA will stage a closed club session at Cotati Raceways Sunday, October 27 for members. Trophies will be awarded 1st thru 3rd in several classes. Jerry Vercelli, our Social Chairman, will see that his committee provides refreshments at the course and dinner arrangements afterwards. We should see at least fifty Corvettes at the course. There will be ample time for a training session with plenty of experienced drivers to teach you newcomers how it is done.

Be sure to come early. We will have the entire raceway to ourselves.

## EDITORIAL

Last month the NCCA elected the nominating committee which will recommend to the club membership a slate of officers for the year 1964. The difficulty of the task which these people have undertaken and the care and discretion which they must show in executing it should not be underestimated. Due to the diverse nature and interests of the club we must have a panel of officers and a Board of Directors who are sensitive and responsive to the desires of all factions within the club if we are to maintain ourselves on all fronts.

It is regrettable that the meeting at which the committee was elected was so sparsely attended. We hope that the members chosen to serve reflect the desires of all the club members with respect to the range and variety of events and activities to be held next year. For obvious and justifiable reasons, the candidates recommended by the nominating committee generally mirror the views and interests of the members of the committee.

Now is the time for any and all people who have specific ideas about next year's program to make their thoughts known to the committee. All too often in the middle of the year a member or group of members will complain that "somebody-or-another sure makes a hell of an officer---he doesn't do anything the way I like" A little checking would doubtless reveal that the "offending officer" is carrying out his duties according to concepts formed long ago and would have gladly voiced his plans to anyone who asked, even before the election. Now is the time

we should all decide what we want our club to do for the next year and work toward electing a set of officers capable of bringing these plans into being.

On the other hand, the nominating committee has a duty to solicit actively for ideas and opinions from all segments of the membership--- not just from the ones they "want to hear".

The challenge exists: Select a slate of candidates who will be acceptable to all club members and who can weld the NCCA into an integral, functioning organization instead of several diverse groups, often working at crossed purposes.



### CLOSED EVENT

Arrangements have been made to use Cotati Raceways on Sunday, October 27 for a Corvanna limited to members and their guests. This will be a high-speed course similar to the ones we have used in our Corvanna series. This will be a low-pressure event and will have classifications which will divide Corvettes into at least 4 (or possibly more) groups. For those NCCA members who haven't tried Cotati or any other auto cross course, this will be an ideal opportunity to get the feel of an event of this type. Re-runs will be allowed as time permits; the entry fee will be very nominal as we are not trying to make money. Dash plaques will be awarded to all contestants and trophies will be awarded in more numbers than in any other event of this type. Sheer driving skill will not play a part in some of the awards, so that all you neophyte Fangio's will have an opportunity to wipe out the hotshots!

IMPORTANT: For your own safety, tires must have tubes and seat belts must be fastened to the frame. The seat belts can be taken care of in less than half an hour by using existing bolts which hold the body to the frame.

### CANDLESTICK PARK RACES

After a ten year lapse, sports car racing returned to metropolitan San Francisco. A full two days of racing over a very bumpy course gave the relatively few spectators a good look at some very competitive cars and drivers. A number of new combinations appeared for the first time, which indicates that the racing at Laguna Seca will be well worth watching.

Main interest for NCCA people and other Corvette owners centered around the A & B Production events. Red Faris, Ernie Grabstein, Bill Sherwood in Sting Rays plus Dick Gulstrand and Bob Mosbarger in the same, Allen Grant in a 'Snake' made up A Production. John Coyle, Paul Lipkin and Ron Craven in B Corvettes with Doug Hooper and Don Meline from L. A. in a couple of very rapid '57 Corvettes provided some of the big stuff while a Lotus Super 7 and a Porsche Carrera filled out the field.

Qualifying races on Saturday saw the Cobra secure an outstanding lead over Bill Sherwood and Dick Gulstrand followed by Red Faris and Bob Mosbarger. This held until the closing laps, when Sherwood failed

to make the last turn and nosed into the hay bales, allowing Gulstrand to take over second place. Sherwood was able to resume and finish third. The B Production hassle, run at the same time, saw Doug Hooper roar away from the rest and hold a big margin for first place, followed by Don Meline and then Lynn Britting in a lavender Corvette.

The big modified cars put on a real show with drivers like Dave Ridenour, Ed Leslie and Charlie Parsons running their usual cars. Paul Reinhart was out for the first time in the ex-BMC Super Genie and Bob Bondurant came up from L. A. with a class C Modified Sting Ray (!); a full field was on the grid. Ridenour looked like a good prospect for winning and did finish first. It looked as if Paul needed more time to get used to the Genie; after the race he said that he didn't let the car hang out in the turns the way he used to with his Corvette because he wasn't sure of how far the car could be pushed. Laguna Seca will be the car's next run and it will be interesting to see what Paul can do with it there.

Sunday racing had some unusual incidents. In A-B, the Cobra again took an initial lead and maintained it while Sherwood and Gulstrand were battling for second. Gulstrand made two pit stops and finally retired with a blown head gasket. Red Faris was being trailed by Mosbarger through the race and shortly before the end of the race, Mosbarger squeaked by to finish third. Hooper and Meline did a repeat of Saturday while Britting and Craven were running 3-4. Craven got by Britting and stayed there; soon after, Britting stopped for a tire change - a flat! This put Smitty's Bail Bonds (Porsche Carrera) in fourth and this is how they finished. At the end of the day, Doug Hooper and others were "torn down" and as a result of several discrepancies, Hooper was disqualified. This moved everyone in B up one place.

In the Modified racing, Ed Leslie looked a sure winner with Ridenour second and, believe it or not, Bondurant in third. Suddenly, Leslie was not to be seen; after a couple more laps, we heard that he had run out of gas! Ridenour was a "shoo-in" first and Bondurant was never headed for second.

The course was laid out so that one turn took the cars through a gate in the chain-link fence around the parking lot. This was wide enough for one car at a time and more than one car had to take the escape road when a bid to pass another car failed. One of the best examples of expert driving occurred when a car hit the hay bales bordering the gate. Charlie Parsons was on his tail at the time and it looked like a 2-car smash for sure, but Parsons was able to avoid hitting the other car and went down the escape road. Unfortunately, his engine stalled and by the time he got it re-started, he had lost enough places to be out of contention.



## WHITHER THE KALEIDOSCOPE

This year the KALEIDOSCOPE expanded from a quarterly to a monthly publication. A series of articles on Autocrossing was presented, and according to reports filtering back, was very well received by our own members and also by people outside the club who receive copies of the KALEIDOSCOPE.

Since it requires no mean effort to put together this volume of material, run it off and distribute it it is of some interest to obtain the comments and recommendations of the club members on the content of future issues. Specifically, we are interested in the following kinds of questions:

1. Scope and Depth of Articles. Should we have more detailed coverage of races, or is this information interesting only to those who were there anyway, and know that the writer has everything all mixed up and backwards in the first place?
2. Technical Series. Should we make an attempt to continue the technical series mentioned above, and if so, what subjects should be covered? Also, who should (or will) write the articles?
3. General Information and Club Business Articles. Would a short review of the previous month's club business be of general interest? Also, since we often bog down in the business meetings arguing over some issue, how about tabling discussion and having the two sides of the issue presented in writing and mailed before the next meeting? (Note: this would probably involve

advancing the date of publication of the KALEIDOSCOPE to make sure that the material would reach everyone before the meeting). The reason for this suggestion is that if people are actually forced to write down their arguments on a given issue, they often find they no longer wish to say the things they would otherwise say in an unprepared, unconsidered discussion.

4. Frequency of Publication. Does the monthly publication schedule now existing seem to you to be worth the effort it takes to get the issue out? Conversely, if we go back to the quarterly frequency, are the reports of events etc. going to be so far out of date by the time they get published that they are no longer of any interest?
5. What other features would you like to see in the KALEIDOSCOPE?

Please give these questions some serious thought--- I will bring the subject up at a meeting in the near future

Ed.

## WINNERS' CIRCLE

"Flying Low" Autocross by Red Liners SCC  
Sunday, September 8, Pleasanton

Top Time of Day - GARY CARLEN

Class A-2

1. TERRY WEYGANDT
3. JOHN HAYNES

Class D

1. GARY CARLEN
2. GARY GOULD
3. JOHN ZEH

Class E

1. JIM SMITH

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"Bikini Autocross" by Autosports International'e, Sunday, September 8,  
Sacramento

Top Time of Day - TERRY WEYGANDT

Class 6

1. JOHN ZEH
3. GARY GOULD

Class 7

1. TERRY WEYGANDT

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"Triumph Twist Auto-x" by Triumph Travelers SCC, Sunday, September 8,  
Palo Alto

Class A-2

1. JOHN HAYNES

Class D

1. GARY CARLEN
3. MAX GUMM

Class E

3. JIM SMITH

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"Two Mile Trials" by Marin Coupe And Roadster Club, Saturday & Sunday,  
September 7 & 8, Cotati Raceways

Class D

1. JOHN ZEH
2. GARY CARLEN

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"Little Wheel Autocross" by Flying Wheels SCC, Saturday, September 14,  
El Cerrito

Class Modified

1. TERRY WEYGANDT

Class A

2. JOHN ZEH

Class B

2. GARY CARLEN
3. MAX GUMM

Class C

2. JIM SMITH

Ladies Class

2. VERA CARLEN
3. BOBBIE GUMM

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"Little C Autocross" by Modesto 99'ers SCC, Sunday, September 15, Modesto

Top Time of Day - TERRY WEYGANDT

Class A-2

1. TERRY WEYGANDT

Class D

1. JOHN ZEH
2. GARY GOULD

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"Polaris Grand Prix 11" by Lockheed SCC, Sunday 29, Pleasanton

Class A 2

1. TERRY WEYGANDT
3. GARY GOULD

Class D

2. JOHN ZEH
3. GARY CARLEN

Class J

2. VERA CARLEN

Club Participation Trophy, NCCA

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Sports Car Olympics, Squaw Valley,  
by Northern California Sports Car Council - Autocross

Class A

2. JOHN HAYNES

Class E

2. JIM SMITH

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## SOCIAL

This month's social calendar can be described in a single word : There- isn't-one. In fact, unless something to the contrary is decided at the next couple of meetings, we plan to use the same calendar for November as well.\*

The next event on the horizon is the Christmas party, which we plugged last time. Just to keep it in the fore, we will remind everyone again that the party will be at the Galleon Restraunt at the Pacific Marina in Alameda. The date is Friday, December 20. We will have our own 3-piece combo and dancing will start at 9:00, preceeded by happy time at 7:00 and dinner at 8:00.

A reservation form will be included in next month's KALEIDOSCOPE and final details will be given on the choice of entree, etc. For those who haven't had the pleasure of dining at the Calleon, it is without doubt one of the most pleasant night spots in the Bay Area, and we are very fortunate to obtain a date so close to Christmas. For those who plan to have a really good time and don't want to drive home, it is possible to reserve a room at the Marina Motel adjacent to the Galleon. This is, of course, strictly on your own.

\* The only tentative social event would be in conjunction with the closed event at Cotati on Oct. 27. We do not have any details at this time. A special notice will be mailed if anything significant is arranged.

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## MEMBERSHIP

We have had another active month in the membership recruitment department. The three people listed below help push our membership total closer and closer to the 100 mark. Now if we could just get everybody active at the same time ..... Wouldn't it be impressive to see 100 Corvettes zoooooming down the road all in a line? Why, the CHP could probably make their daily quota with a single twist of the siren.

In accordance with Article III, Section B, of the By-Laws of the Northern California Corvette Association, application for membership has been received from the following persons:

CHARLES HAINF, 144 Wildwood Gardens, Piedmont. Age 42, a Divisional Merchandise Manager. He has a 1963 300 HP blue Corvette.

GARY GOULD, 2027-36th Ave, Oakland. Age 23. Gary has a 1963 black Corvette with a 340 HP engine.

STANLEY HANSON, 2772 Parker Ave, Oakland. He has a blue 1963 Corvette and a wife named Muriel (Note: Order of acquisition not specified) Stan is an accountant.

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NCCA CALENDAR

SUNDAY, OCTOBER 6

11th NCSCC Championship Event - "Grand Prix Auto-x" By Continentals SCC,  
at the Westgale Shopping Center near San Jose.

SUNDAY, OCTOBER 6

"Strippers High Speed Autocross" By Pacific Trails SCC, at the Yuba County  
Airport (3 miles South of Marysville), SCCA Classes, Trophies 1st thru 3rd, fee  
\$3.00.

SUNDAY, OCTOBER 13

12th NCSCC Championship Autocross - "Camino Sprints" By Camino Corvettes,  
at Cotati Raceways, fee \$4.00.

TUESDAY, OCTOBER 15

NCCA Business Meeting, East Bay Chevrolet, 916 San Pablo, Albany, 8 PM.

FRIDAY, SATURDAY & SUNDAY, OCTOBER 18-20

Monterey Pacific Grand Prix at Laguna Seca, By San Francisco Region SCCA.

SUNDAY, OCTOBER 27

NCCA Closed Event, Cotati Raceways, Start 9 AM.

TUESDAY, NOVEMBER 5

NCCA Business Meeting, General Motors Training Center, 8 PM.

TUESDAY, NOVEMBER 19

NCCA Business Meeting, F. H. Dailey Chevrolet, 41st and E 14th Street,  
Oakland, 8 PM.

TUESDAY, DECEMBER 3

NCCA Business Meeting, General Motors Training Center \_ ELECTION OF  
1964 OFFICERS, 8 PM.

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