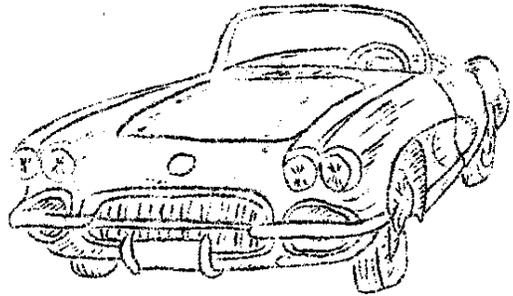


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# Corvette Kaleidoscope

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of the*



NORTHERN CALIFORNIA CORVETTE ASSOCIATION

May 1961

Well, here I am again!!

To coin an old phrase "My face is red, and I'm at a loss for words", and for you who know.... thats really bad. But none-the-less, I'm not going to dig out the jive talk. Barb, you did an excellent job and really its not your fault Bud Edwards thought the man with the beard was Jesus Christ and Mary Sherwood was using "The Last Supper" to replace last year's bread. Next time I suggest perhaps a small dictionary for your non-hep friends in this club.

Hold on Bill - here comes the shrimp boat!!! Some of this is so old I'm ashamed to write it, but I can always say the boat sank.

## ONE MOMENT OF SILENCE

Please--everyone observe this tribute to one who needs much more than this. She is not only stuck with Bud E., but also that stupendous bull. Congratulations for successfully getting a Corvette in the deal. With only room for two maybe Bud will leave Mr. Bull at home. For you who did not attend Fina's shower and the????dinner, afterwards, sometime ask Vi Anderson about the best way to enjoy French fried onions.

It must be spring.....Gary Carlin bit the dirt also. Gary and Vera may I extend congratulations from all of us. Also a thank you and extend an apology which I feel is needed. Many of us felt very badly to think you had the Open House party mainly for us and so few attended. Many of us would have possibly cancelled other prior engagements if we had realized. (This is not to say we didn't try anyway) Also, since you had to pick Sacramento Race Weekend to get married on, I hear our number was small. Never-the-less we all thought of you and sent our congratulations.

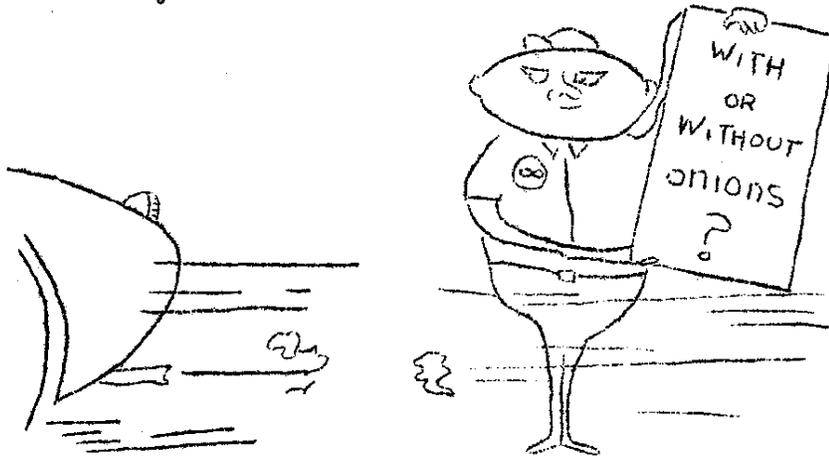
At this point may I congratulate you for your good sense however, since you did not pick Winnamucca for your wedding like someone else I know.

It seems Cliff Valin will be a Mister with a new Mrs. after Winnamucca and from the candid opinion I would say they need their heads examined for exposing themselves to the NCCA.....The old fashioned chivaree might still be in effect around the NCCA. (Remember Sandy and Marilyn Greenblat at Salt Lake????? and the honeymoon was over)

## FOR THE LEADFEET

One warm Sunday after Easter the eggs rolled at San Jose. Remember that day (a long time ago) when I drove a Porsche and really enjoyed it? Well from this point and from others I've heard, I wouldn't call the Continentals Easter Egg Autocross a huge, well run, well organized event, but it sure was fun. Can you imagine Yogi Bear's "Black Beast" going against a black Porsche on a definite Porsche course. We all anticipated the situation of class, etc., so we went just for the fun of it and I think we succeeded in coming home with most of the brass. More fun followed afterwards with the pizza and beer and then the lazy afternoon at the Givins'.

I'm not even going to write about Stockton - if you haven't heard about the Grey Ghost----well ask somebody.



### *The Grey Ghost passing in Review*

As you know the NCCA held its first Corvana of this year on April 30th. It has been so called a success in the fact that we did not lose money, however, we didn't make a pocket full either. As you know also Ed was Chairman of the Activity Committee with Bill Sherwood and Neil Schraeder for the event. Because of this fact, I was involved not only with my own job of Publicity on the event, but a good share of Ed's secretarial work, and therefore this paper work was set aside for the lack of time. The following editorial I wrote several weeks ago and although I have re-written most of the material in this paper from the future to the past tense, I prefer not to re-do the following article so please bear with me.

CORVANA -- April 30th, 1961 - 7:00 a.m. This is a must with a threat of flat tires for you who sleep in.

Now in all sincerity, this is the first Corvana this season and a very important event so I feel it deserves some wasted paper.

Most new and possibly some old members have not yet realized the fact that this coming event will start the 5th Corvana series for the NCCA. The 5th series of a club which is not yet 4 years old. By number this Corvana will be #25 which in reality means the NCCA has presented 6 events for 3 years running, and 4 events last year, and this fact may still not impress you so in retrospect:

✓  
In the summer of 1957 our first President - Roy Storey stood at a microphone and unknown to the majority of the members of the newly formed club, stated that the NCCA would schedule and run 6 such events to be known as the "Corvanna (Corvette-gymkhana) Gran Prix Series." To those of us who were not in the know, we just stood there in complete astonishment. In 1957 if a club presented 1 gymkhana a year they were big, if they scheduled 2 in 1 year they were almost as big as SCCA itself, and yet there stood Roy Storey saying the NCCA would present 6 events in 1 season. I don't think astonishment is quite the right word, but it will do.

But since Roy had committed us, we followed through and to everyone's amazement we made it, and they were a huge success. Almost overnight the NCCA, the club for wayward, unwanted, and unknown Corvettes became the club that managed the impossible.

In 1958, 1959 and 1960 we also succeeded in the impossible to a total of 24 Corvanas.

You still don't think I'm kinda proud of this club. Well to side step a little, but to follow the story through;

In late <sup>July</sup> 1957 Roy Storey left for Southern California and our then Vice-President, Sandy Greenblat became President, Ray Altmar became V.P. & Activity Chairman. I can still remember Ray, during a meeting at Danl Chevrolet, standing against great opposition to those who wanted to throw a party with most of the club treasury. In answer to the questions, "What are we going to do with the money?" and "What are we saving it for?", Ray made the statement that it was not our goal to sponsor a road race, but it was not out of our reach if we wanted to prove our worth as a club. And should the day ever arrive that we would or could sponsor a race, the NCCA would again go down in history. The club did not pay for the party and the treasury grew and soon we were known as misers, but Ray was right in his theory, because in September of 1960 the NCCA sponsored a SCCA road race at Cotati for the benefit of the Crippled Children of California.

Ray and I have differed for many years on many things, but the idea of making this club the biggest and the best was not one of them.

I feel this club has not only given its all to the other sports car clubs and the general public, but to its own members, people like you and me who just mainly enjoy each others company and the things we do together.

I feel the club has also given people who were great for us and went on to other organizations to do a top job to help them on to success. (Another soapbox subject for next month)

With these thoughts I leave you.

Well, Corvana #25 has been here and gone and not our greatest but a success despite the hurdles. Ed has asked me to say thanks for your help and from his assistant comes my thanks also. We realize that the officers of this club are only as good as the people who support them and we couldn't ask for a better crew.

The discussion has been to turn the reins over to your other 2 Activity Chairmen to handle the next two events. Remember #26 is coming soon and no matter who is "boss man" he'll need help.

Next Corvana - Sunday - June 4, 1961  
Alameda County Fairgrounds  
Pleasanton, California  
7:00 a.m.

### CIVIL WAR

The meeting at Les Vogel's was no doubt interesting, as well as a heated one. I was requested to cover this debated subject of Member name label pins. So hold on to your hats!!!

This subject has reared its ugly head on at least a dozen occasions and each time something was done or the subject at least looked into. Then over a period of time everyone would lose the pins or just plain forget to wear them - suddenly it was a good idea again, which brings us up to date.

Several people going to Winnamucca (I think this is how it came up - I missed that meeting) felt it would be a real good idea to have a new set of pins made so club members could be easily recognized by others there. So the problem was investigated and presented at the Les Vogel meeting and below is what I could find out about the situation.

Jack Riis brought before the floor the following information:

1. Dash plaques (the type used for the Corvana participant plaques with the Club emblem and the word MEMBER. Brass with colored enamel. The type of name tags we now have could be glued under the word MEMBER. The price - \$27.00 per 100 plaques.

At this point the discussion covered having the member's name also placed on the plaque and that there should be 2 plaques per member car. This was accepted as a good idea. Bob McCarthy then made a motion to "INVESTIGATE and PURCHASE 200 of the above plaques which would be paid out of the club treasury." I refuse to go into the turmoil that followed.

Many unhappy members after, a second vote was called for and was defeated when Jack Riis, our President, rudely awakened us with the fact that such a step could cost up to \$500.00 instead of \$54.00 for 200 plaques. The jump in price being caused by the individual name engraving.

O.K.!! So where's my soapbox? (The following are the rants and raves of your editor, a collection of opinions and comments from club members)

1. Question - Why do we have \$2,000 in the checking and \$3,000 in the saving accounts if it isn't to be spent?

Answer - If there is something to spend it for - let's spend it. But let's examine all the facts before we hand someone a buck or \$1,000. Don't authorize a committee to INVESTIGATE, and select the lowest price for the best quality, and PURCHASE without knowing how much they are going to spend. I feel we have some very intelligent people in this club - but - what if they (the committee) stopped off for a short one and the bill came in showing 4 figures instead of 3.

**i.e.** - Motion approved to investigate and purchase 200 plaques with individual names \$54.00 plus engraving, about \$50.00 (you are thinking). Sure so we spent a hundred. A month later we get the bill and it says \$500.00. Who would you blame - the committee? Why? You gave them the O.K.

Now - when a committee comes in with a verified estimate of say \$500.00, which isn't too much when you think of it in smaller terms, the club would be giving each member car \$5.00 (\$2.50 each for 2 plaques), for their time and efforts. At that time and that time only, it ~~should~~ be voted on. Its your money since YOU are the club and its your decision to spend it. But don't, if you're for it or against it, blame the guy next to you if he doesn't vote your way. You might not have liked Kennedy when he was elected, but I bet you didn't cancel your citizenship because he was put in office.

2. Question - Why is there always such a stink when it comes to spending large sums of money? What are we saving it for?

Answer - Did you read my spiel about the club under the heading of "Corvana"? If you did you now realize there has never really been a reason for "saving it", and I really don't, the "saving it" expresses the reason the bankroll is as large as it is. I think cool, careful, calculated spending, so that when the money is spent, it is done with assurance that you got your moneys worth for the long hours you worked.

Now, who among you is going to offer your services to get estimates? I'm getting sick and tired of hearing these old phrases about "Lets get it before next year" and "they're (the E. Board) not going to do anything about it, they are just trying to shelve it."

May I ask you one question? How much spare time do you have to enjoy your life, hobbies, etc., after you have worked your 8 hours a day? Your officers are already spending  $\frac{1}{2}$  of their spare time handling the responsibilities of their office. Do you feel that they should use part of what little is left to do more for the club? There were several among you that when asked by me if they were going to help get estimates for the pins answered with "How can I, I work 8 hours a day" - "I don't have time to check on something like that." Well - I work 8 hours a day, 5 days a week and so does Ed. Now you tell me how we manage to be your Director, Activity Chairman, Publicity Chairman, Newspaper Editor, still find time to attend meeting, almost every function of the club, race the Corvette, exist and still keep our sanity. I am closest to us so I feel qualified to use us as an example, but I know your other officers are just as involved as we are. Yet you, you, and you, can honestly tell me you don't have time to help, and then turn around and say "we want something done before next year." Yet you were the ones who yelled the loudest at Vogel's Tuesday night.

3. Question - How do you feel about lapel pins?

Answer- opinions of several club members.

A. Ed and I personally do not like lapel pins since we feel like we are at a convention rather than a club function. But if the membership is for it - we will go along with it.

- B. Jack and Hope Smith - Dash plaques belong on cars for those that have earned them not attached to your person. Lapel pins such as G.M. puts out for Corvette owners would be an advantageous decoration with a business suit or dress.
- C. Mike Tsirlis - As far as detachable name plates that I have seen a sample of, I think they are a waste of hard earned cash. (Meaning our Corvanas) Just think how easy it is to either forget, lose or temporarily misplace these name tags that exist at the present time. Pertaining to the present name tags, I might note that they are not costing the club any money since they are a generous contribution of our President Jack Riis and yet if it were not for the fines, and the pressure exerted by Jack, these tags would have been shelved by many members by the ways I mentioned previously. My opinion as to the means of identifying each member would be the rebirth of the club jackets with our names embroidered above the club patch or any location selected by each member. At the present if you have noticed at the meetings there are only a very few members that have the club jackets. If you had placed yourself in the position of a potential member attending your 1st NCCA meeting, you would probably think that you were walking into a church meeting rather than a specific sports car club meeting. I would like to see each member attend future meetings with club jackets including girl friends and wives, (or wives and girl friends, being a bachelor you know why I mentioned girl friends first) because I feel that this would impress future prospective members with the spirit that should exist at each and every meeting. O.K. So you left the office in your suit to attend the club meeting. Upon your arrival it is a simple thing for each one of us to ~~take~~ your club jacket out of the trunk of your Corvette and exchange it for the one you are wearing. In conclusion I feel that if the club is going to donate any amount of money toward a specific item, I would prefer to see this money be utilized toward the partial purchase of an official NCCA jacket with our names embroidered on them, than lapel pins or name tags that could be easily lost or misplaced. Don't let this thought die with this issue of the Kaleidoscope - think about it and we can kick it around at the next meeting.
- D. Bob & Barb Eagleson - Lets look into this idea of Mike's more closely. Name badges, such as we have for our meetings, are just fine, but we don't care for the idea of wearing dash plaques! Club jackets would be something all of us would be more inclined to use - and not lose.
- E. Dave Turner - Being a new member and after attending the last meeting and listening to all the confab about the name plates, which took up alot of time and seemed to me and other visitors to be kind of a private argument, I think \$500.00 is alot of money to spend on name plates. The Club jacket emblem with a name plate above it or under it is sufficient, I think! Mike's idea is also a very good one. Here's mine. A small gold lapel pin for coat or jacket shaped like a Corvette, small enough to attract attention and not so big as to look out of place.

Oh! Well! I'm tired - tired of being your conscience, your agitator or what ever I might be to you personally. I do hope however, I can still consider myself as your friend.

Enough is enough and this has certainly been enough.

#### THE SWAP SHOP

For Sale - 3 speed transmission - close ratio - complete with controls

\$100.00  
Bill Kendall  
2053 Lone Oak Ave  
Napa, California  
Baldwin 4-1416

#### JUST TO PASS THE TIME

Can you imagine Paul and Irene Pofahl sitting on top of a railroad track with a train headed for the crossing. The shock of this after taking 3 hrs. to get from Monte Sereno to the Brandin' Iron just South of Niles and being proud parents the Thursday before. Parents of 4 Siamese kittens that is. To top it off they then ran out of gas at 2:00 a.m. - in Niles???? For that they deserve something - - - - but what?

He's out of his padded cell now, so we can let the word out. Ernie Grabstein under to disguise of needing an operation has been flirting with some gals in white at a San Francisco Horsepistol.

Another oddball, Bob "Badness" Eagleson, can't even have a tooth pulled like the rest of us. He had to go to the hospital so the nurses could nurse him back to health. By the way Bob, peoples want to know when the Special is going to spread its wings.

I understand a certain little boy who drove "my mother's car" while his Corvette was out of commission received a T shirt with the inscription "My Daddy drives a Chevrolet from Dailey's". Congratulations Ron, when do we get to see it?

It has come to my attention that Ron Craven needs help. (in more ways than one) He has asked me to locate a fellow to volunteer to help drive the SCCA van and help him set up the property at the races. The work would consist of an hours work in the morning placing the equipment on the course and one hour after the race to collect it and start for home. During the day he might be needed off and on, but very little to help Ron out. As payment, since Ron is generous, there would be 2 pit passes for the fellow and his girl. For you who enjoy the races, this is a real good offer. Pit passes are hard to come by and unless you know a driver who hasn't a full crew you just don't get one plus the monetary value is nothing to sneeze at. This would be for the weekend races. If interested contact Ron Craven at 265 Vernon Ave, Oakland, GL 2-1921.

Don't let Bob McCarthy snow you with this bit about breaking up a dog and cat fight. I'll bet I know what kind of animal fight caused those scratches.

COMING ATTRACTIONS

Hey! We're going to make some more money to spend. A joint autocross with SCCA. We work, they pay and we get half the profits. More next time - - but hold July 23rd, 1961 open.

New newspaper paper - thanks to Dudley Combs the Kaleidoscope masthead has been revised and is soon to go to press. Watch for the next issue. A special thanks to Barb Eagleson who struggled out the art work and the typing of this issue while I sat back and lost my sanity.

In the next issue I will scold the children and search for the adults in this club over the very poor demonstrations of manners I've seen at the last few meetings.

The Woman in the Moon

*Shirley*  
Shirley McCarroll