



# CORVETTE KALEIDOSCOPE

--- EDITORIAL-EDITORIAL ---

As inferred by the double positive at the head of this page, this month's Editorial is a Double Editorial. Why? Because it deals with the difference - and there is a difference - between the reception the Corvette gets up here in Blue Nose Country as compared to the reception bestowed the Corvette in the Land of the Porterfields, Baileys and Austins. After your editor spent a weekend in Santa Barbara watching the Road Races there as run by the CSCC, and then spending a week in L.A., take it from him the in the 'Southland' the Corvette is accepted, respected, revered and feared. As proof positive just from the speed and performance angle, there wasn't one Jaguar entered in the Santa Barbara Races. The Corvettes that get the most praise are those like Porterfields, Austin's, etc. that are set up well and go out on the track and do the U.S.A. well against other so-called Grand Turismo type cars. The cars have arrived but good and are solidly accepted as a permanent and vital part of today's racing program. Also, to show that it doesn't stop with racing of the type we know and like, the drags are another place the Corvettes outdo themselves. In the Strictly Stock class(headers allowed) they're turning 105 mph. In modified, 111 & 112 are common with 116 the top to date as far as I found out.

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We can't even begin to go any farther without first covering the Corvanna #3 held last Sunday at Vallejo. The course was real fine for all cars including the Corvette. It was a shame it rained the morning of the event as many good times were kept down and of course so were the entries. Total was about 157 cars. Some good times were turned in by various Corvette drivers such as Shirley McCarroll who came out of the blue to snatch a first in the gals class with the McCarroll-McCarroll team Corvette. Also, Ed proved he was no slouch finishing up in the top five in class. Yours truly and Fred Wetton (his first time out) managed to grab some hardware while Don French did likewise in Class 6....The date of the next Corvanna is yet to be announced.

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COMIN' UP! The Laguna Seca Sports Car Road Races this Sat. & Sun. at (where-else?) Laguna Seca. It appears only Senior Drivers are being allowed as Hugh Harn, Gel Brown, Charlie Monte (MGA) myself and others who have yet to become members of the elite have had their entries returned. Among many new attractions will be the newly installed F.I. system now proudly owned and displayed by Bob Bent. (I hear he stole it from Cloyd Gray) Don't miss this once; it'll be a good run. Reventlow's Scarab (Corvette powered) will be there with the Connors Ferrari GT and many others. Porterfield??????????????

Beware the "S" -- It's here. The Jag XK-150-3 is now a reality on the Coast. Two here in the bay area and at least one in L.A. Now the fun begins.

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Speaking of Jaguars puts me in mind of another ex-Jag driver who is following the pattern set by Gray & Nix. Gene Babow is presently in the throws of exchanging one only - you'll forgive the expression - PLYMOUTH, for a Corvette. He hasn't got it yet as he can't find a dealer to trade him even. Don't laugh...you never know!!!

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Almost forgot section: Congradulations to MR. James Milton Mannon, the NCCA's chief advisor par excellence who was the first (yes, you read right) at the course last Sunday for our Corvanna. Some think he was there rarin' to go, work, etc. I know better...he has insomnia!!

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GRIBE TIME: It would appear (That's a laugh) that some are quite displeased with the manner in which the Club is being guided. Come now! Let's face reality! The big thing in everybody's eye is really two-fold. Everyone wants the NCCA to be the hottest club around, and also they all want to see the treasury expand like hot wind. Most are no longer concerned (in the writer's opinion, of making this a social success. Proof of that is shown every time a deathly hush falls over the membership when the

financial report is read. Well, we are a big success, and we have a nice treasury. So why gripe? We're doing fine! For all intents and purposes, the club is enjoying a fine year which could possibly be a pattern for many to come. For the benefit of those of you who will argue that this is a social club, I point to the meetings and moreso, to the Socials. How many show up??? Maybe 30 cars out of 90 show at a meeting, and, maybe - MAYBE - 12 or 14 out of 90 to a social. Isn't it about time we quit looking to find fault and started getting behind our President, the Activities Chairman, our Social Chairman, etc. and pulled a bit for the common good??????????

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Many thanks to: The Dailey Motor Car Co. of San Leandro for the use of their pick-up at our last event. Also, thanks a lot to Les Vogel Cheverolet for spoiling us with their sound truck AND OPERATOR. What a treat!

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COMING EVENTS: June 29th - at Richmond. The Contra Costa County Building Lot is the location. The Tyred Wheel is putting on an Auto-Cross complete with 18 trophies (three per class) dash plaques, etc. \$2.50 a head.

July 5th & 6th - The first Vaca Valley Road Races. This is a brand new course which promises to be a ball. Be there! Every driver is waiting for this one. The races should be excellent, especially with all the novices fighting it out for last place! Doesn't anyone want to win and become a senior???

June 28 & 29 are the dates for the Riverside Races. Two days and 17 races. So far, only John & Sigrid Zeh are going. Anyone else?? They want company

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SANTA BARBARA: One thought sums up the Santa Barbara Races: A GOOD LESSON! The roster of entrants read off like the who's who of Sports Car Manufacturers. Carreras, RS Spyderys, Ferraris, Masers, Corvettes, Specials, etc. were, to put it mildly, abundant. As an example, the over 2700cc race had the following cars entered: Two GT Ferraris, 4 Mercedes-Benz 300SL's, and EIGHTEEN Corvettes. They stretched as far as the eye could see. The under 1500cc race had enough cars lined up to fill a warehouse. Practice wasn't actually prac-

tice, it was more or less follow the leader. All in all, the races were excellent. And, this CSCC group can really put them on. Everything comes off on time, the races are run smoothly, the cars for the proceeding race are ready and waiting long before the preceeding race is over, and so on and on. Also, as an added note, the trophies are exactly that: TROPHIES. Regular size...not the "World's Greatest Golfer" or "World's Greatest Lover" type/size.

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GAL'S TIME. Here's a tip for any of you feminine female type gals who may be interested in having a blouse change handy. Magnin's in S.F. carries a cool overblouse (??) which is made of old silk scarfs.. I mean silk scarf material, They fold up and can be carried in the purse. Handy in case you want to get out of them in a hurry. Ooops! Various colors and prints too!

NEWEST THING....for warm days...No Blouse. I mean the new short summer dress reaching the knee (just bare-----ly) Comes equipped with ruffles (Oh, Joy!) or in the well known shirt-maker style. (For the benefit of the men, a shirt maker is a guy who works 16 hours a day in an underground sweat-shop so your lovely lady can stand 5th Avenue on its ear. Life expectancy of such men is just short of 26 years.) Don't forget the new shade for summer: BUTTERFLY PINK!! I'll bet every guy expected me to say "WINDOW."

Tune in next month gals. We'll have you dressed to kill....Murder, Inc. style. Your editor has his own ideas in what he thinks should be the proper attire for the fair sex. However, we can't print it here for fear the post office department might jail all of us.

That's all for now, Earth People.. Sorry its so short this month, but I've really scraped bottom (obvically) and this is all there was to be uncovered..

*Sandy Greenblatt*

P.S. Happy Birthday (6-28-58) to the Glorious MK, NoCal's answer to Ruth Levy. I'd give her age, but iij insurance premium isn't paid!