

# The Santa Clarita Valley Contemporary Car Club Newsletter



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## Words from the President

By Dick LaGrasta, President

Hello there fellow car club members....

Well, April has come and gone and with it, perhaps, the most busiest April that I can remember in recent years! Our first club car show at Route 66, which was a daytime show instead of an evening show, was very interesting. That's because we were trying to "get our groove back" from the long winter months [such as winter was] doing things that did not always involve the car club. We mostly do "house type things" [yuck] and that made for a long winter, at least for me anyways. I am never bored when planning things for the car club. But doing things around the house is just not my idea of a fun date. [Don't tell Cheryl. She thinks I really get excited working around the house...yeah, right Dick]. So, this is why I welcome the springtime and a chance to "get the heck out that house!"

We had about 90 registered vehicles at the Route 66 Car Show, and perhaps 10 or 15 more that came, but did not register [about normal, not everyone can make it on time every month]. So, considering the different hours, I'd say we did "very well," at least by the vehicle count. But, perhaps there were "teething problems" that have to be addressed concerning club "issues" on show day.

I can assure you all, I think we may have the judging issue taken care of. We will simply give club members, that show up, only one category to judge, instead of two or three. This will speed up the process and give more members a chance to try their expertise at judging the various types of vehicles that show up at the car show. We will start setting the times that all judges meet for a quick discussion of any concerns that they might have about the class they are to judge. Also, we set the time the judges' ballots have to be in by, so Dave can tally up the votes and get them in order for the trophy presentation [a lot of work in itself]. These things have to go rather smoothly or we can get behind and not get the trophies and 50/50 out on schedule. That is one thing [among others] that our club is noted for on show night. We are on time and on schedule, which the people seem to really love. After a hot day at the show, they just want to see the winners; hope that they will win the 50/50 raffle; pack the "rod" and head for home... and I can't blame them one bit!

If you fine people have good ideas that you feel might help promote the show better or make it go more smoothly, please feel free to stop me and discuss your idea(s) with me. I will pass it on to the Board and possibly use it in the next show. There are other ideas we have been considering that would make this



...*"be patient" as we make some new changes to try and keep this club "running smooth."*

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### Cruise Nights:

- **Auto Spa**—  
First Saturday
- **Route 66**—  
Second Saturday
- **Burger King**—  
Fourth Saturday
- **Fuddruckers**—  
Every Saturday

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## Words from the President (continued)

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show even better than last year's shows, and with your help we can achieve this goal. It is a team effort that makes our car show successful, year after year.

Cheryl and I were invited to attend the 14<sup>th</sup> Annual "Safe Rides" Recognition Dinner on Sunday April 28 in Newhall. While we were eating a chicken dinner (from Rattler's no less!), we were informed that our club was to receive a plaque in honor of us being recognized as "Platinum Friends of Safe Rides." This was because we have donated in excess of \$1000.00 last year. This really puts our club in really good standing with the City of Santa Clarita. Being recognized as a major contributor to the "Safe Rides" program was really exciting! There was a "full house" at the meeting, with all kinds of people from the local government and businesses in attendance. Of course, I was chosen to "say a few words" on behalf of the SCV Contemporary Car Club. When I got up on stage, I really felt proud of our club, seeing how much it meant to "Safe Rides" to have us as a donor to their charity. This made the evening even more satisfying. The kids, that were there during the presentation, all recognized Cheryl and myself and told everyone there how much they enjoy working the "show circuit" at Route 66 in the summer time. Just to prove it, the slide show that was shown after dinner had many shots of our club members "doing our thing" at Route 66; from parking lot duty; to working the registration desk; all working together to make things happen on show day! "Safe Ride" coordinator, Penny Upton also told how our club has taken them "under their wing" (so to speak) and treated everyone with respect and warmth. She said we should all be proud of The Santa Clarita Valley Contemporary Car Club and how much they have given to our community! Wow, what a neat evening! Sunday was for us all! How cool is that! Way to go everyone! I will bring the plaque to our next club meeting in May for all who attend. You can see what this club has earned for itself, by just being there and helping out our community and its youth by supporting the "Safe Rides" program.

One more piece of unfinished business, then I'll "get off my soap box" and let you finish the rest of the newsletter. When you joined this club, everyone was told besides joining "our club," that it was necessary to also join our parent club, CHVA, that we report to and keep in touch with every month. There are other California car clubs that also belong to the CHVA (one being the Verdugo Vintage, our sister club). Besides offering such things as registration into the National CHVA database; car club blanket insurance programs; representation in Congress (both local and national); the delivery of the "Action Era Vehicles" magazine every two months to your house, they keep our club and its mem-

bers informed on what is happening in the legislature. We are kept informed on which bills are being passed (or are trying to get passed), which affects our old cars and how the Government treats them. There are bills like "clunker laws," that have many people worried that our old cars may be destined to "the junk yard" if certain "do gooders" have their way...all in the name of clean air! Well, we all know better, don't we? Sure, the thousands of old cars that are used by people on weekends for cruising or car shows or just plain enjoyment, do not put out enough emissions to make a "hill of beans difference" to our environment. But, try to tell that to some people on "Capital Hill." This is why we need representation and we need a "parent club," such as The Contemporary Historical Vehicle Association (CHVA), to keep tabs on clubs such as our small club. We need CHVA to keep us informed and to build interest in our hobby by staging car shows; car cruises; magazine articles; facts of interest about an "Action Era Vehicle," that is and has been a part of America for many, many years.

We support the CHVA by sending in a \$25.00 annual fee (all club members), along with our annual fee of \$25.00. I have received the latest CHVA National Club Roster, and there are some of you out there who have not sent in your money since joining our club. PLEASE, do make an effort to send in your dues A.S.A.P. (or sooner!), so we can maintain our member in good standing status with the CHVA. It will benefit all of us in the long run. It's really not a lot of money, considering how much they can, and have done for us over the years. I will include the address in case anyone might have lost it when they joined our club. If you have any questions regarding the CHVA, please feel free to drop me an e-mail or call me if I can be of help. Thank you for your help in clearing up this concern. Here is the address of the CHVA:

CHVA National Treasurer  
PO Box 493398  
Redding, CA., 96049-3398  
Attn: Gary Bossuot

In closing [whew, finally!], I want to thank everyone who has taken the time to "be patient" as we make some new changes to try and keep this club "running smooth." It's not an easy task and I know that there are some members out there who can only see that we are "not perfect." But, I also ask for your patience, consideration and your help with new ideas that will benefit all club members and keep this club "running real smooth!"

Sincerely, *Dick*

## The Fort Tejon Trip

By Les Williams, Tour Chairman

### A Little History - A Few Camels - Plus - Infantry - Cavalry - Artillery

Fort Tejon is located in the Grapevine Canyon, the main route between California's great Central Valley and Southern California. The fort was established to protect and control the Indians who were living on the Sebastian Indians Reservation and to protect both the Indians and white settlers from raids by the wide-ranging and rather warlike Paiutes, Chemehuevi, Mojave, and other Indian groups of the desert regions to the southeast. Fort Tejon was first garrisoned by the United States Army on August 10, 1854 and was abandoned ten years later on September 11, 1864.

In 1852, President Millard Fillmore appointed Edward F. Beale (the Beal's Cut) the position of Superintendent of Indian Affairs for California and Nevada, and sent him to California to head off further confrontation between the Indians and the many gold seekers and other settlers who were pouring into California. After studying the situation, Beale decided that the best approach was to set up a large Indian reservation at the southern end of the San Joaquin Valley and to invite displaced Indian groups to settle there.

In order to implement his plan, Beale requested a federal appropriation of \$500,000 and military support for the 75,000-acre reservation he had selected at the foot of Tejon Pass. Colonel Ethan Allen Hitchcock, commander of the Pacific Division of the U.S. Army, supported Beale's plan and agreed to set up a military post on or near the Indian reservation. The army was eager, in any case, to abandon Fort Miller (near Fresno) in favor of a more strategically advantageous site in the southern San Joaquin Valley.

In August 1854, Major J.L. Donaldson, a quartermaster officer, chose the present site in Canada de las Uvas. The site was handsome and promised adequate wood and water. It was just 17 miles southwest of the Sebastian Indian Reservation, and it was right on what Major Donaldson was convinced would become the main route between the central valley and Southern California.

### The Mythical Fort Tejon "Camel Corps"

At Fort Tejon, camels were NOT an essential element of the Fort's history. Camels were at the Fort for only 5-1/2 months, from Nov. 17, 1859 to mid April 1860. The soldiers at Fort Tejon never used the camels. They were government property and were kept here only a short time during the winter of 1859/60 before being moved to the Los Angeles Quartermaster Depot on their way to Benicia where they were auctioned off

at a loss to the Government in 1864.

Fort Tejon was never any "Terminus" for the camels. There was never a "U.S. Camel Corps" as has been stated by so many authors; it was just an experiment. E.F. Beale was a civilian under contract to survey a road from New Mexico to California by the U.S. Government. He was never in command of Fort Tejon, the camels or any soldiers.

The camels have been one of the greatest myths and legends of Fort Tejon's past. The story is great and many writers have latched on to it. It is great stuff for western lore, but most stories about this interesting experiment have little grounding in fact. Unfortunately, many writers are perpetuating these myths and rely on the early authors that wrote in the 1920s to 1960s who based their research and assertions on non-historical methods.

Our Car Club trip was to see Civil War Battle Demonstrations re-enacted on the fort parade ground. We watched volunteers present skirmishes and demonstrate the tactics used in the eastern United States during the American Civil War. We saw troops



### The Federal Infantry Arrives and Volleys...

uniformed and equipped. We got to meet some of the soldiers and civilians. We got to tour their camps and see how they lived and how the doctors operated on the wounded, where amputation was one of the most used procedures. One of Rich and Eileen's grandsons thought they really were removing a bullet from a soldier. Since the operations had to be quick, so they could be then moved to a hospital, they would use chloroform, to put the soldiers in a twilight for the surgery. Only at the hospital would they use Ether. The Sunday battles we watched to approximately 30-45 minutes each. We went to the guided tours of the

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## Fort Tejon Trip (Continued)

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camps that were offered between the battles. Living History presentations included Manual of Arms, Artillery and Field Hospital demonstrations. It was real loud at the Artillery Demonstrations. They also explained what was fired out of the cannons and it wasn't just cannonballs. They had different shells that would be used depending on the situation. One real nasty one loaded with ball bearings would explode over the troops and could mow down quite a few at one time [So much for the blood and guts].

Between battles and touring the camps, we had

a picnic lunch and enjoyed the sunshine. It was fun to see some history up close.

Our trip for May will be a little more serene. Join us for the Desconso Gardens [the roses are in bloom] Lunch [of course] and a visit to a Car Place [we have to do some car things ladies]. I hope you can join us.

Les Williams, The Tour Guy

## Car of the Month - The Shepro's 1959 Corvette



By Jerry Shepro

This 1959 Corvette was an early production model with few options. It has the radio, heater and the base engine. It is unusual in that it has the standard three-speed transmission instead of the optional four-speed. It is a hard top only car, which means that when driven with the top off, the top has to be stowed in my garage. We have had the car since 1985, when we purchased it from the House of Corvettes, which was selling it on consignment. As far as I know, the car has not been restored, just repainted about 20 years ago. The mileage of 13,200 is considered very low for a forty-three year old car.

The car is a blast to drive, however its two seats are not as comfortable as the new cars. But hey, you don't see another one pass going the other way too often. It sure gets a lot of thumbs up!

Proud Owners of a Black & Silver 1959 Corvette,  
*Jerry and Myrna Shepro*

## Board Member Contact List

Name	Position	Home Phone	E-Mail Address
Rich LaGrasta	President	(661) 263-9848	ibiltem@aol.com
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Les Williams	Tour Chairman	(661) 297-2293	LBW717@aol.com
Dave Zelman	Events Co-Chairperson	(661) 513-9886	TriFiveLvr@msn.com
Rikki Kirchner	Events Co-Chairperson	(661) 287-9964	chevlgal@aol.com
Dwight / Jodi Emerson	Co-Treasurers	(661) 296-6541	dwightemerson@earthlink.net
Rich Soto	Newsletter Editor / Historian	(661) 263-9397	richsoto@attbi.com
Eileen Keating	Secretary	(661) 296-7424	keating@earthlink.net

## Upcoming Events

- May 11th - Route 66 Classic Car Show - Music by The Legends - 5 pm to 9 pm
- May 18th - Trip to Descanso Gardens, Robin's Restaurant, The Classic Auto Gallery & Gift Shop in Glendora
- June 8th - Route 66 Classic Car Show - Music by The Legends - 5 pm to 9 pm
- July 4th - The Sespe Creek Car Show - Fillmore
- July 13th - Route 66 Classic Car Show - Music by The Legends - 5 pm to 9 pm
- August 3rd - 11th - Hot August Nights - Reno/Sparks Nevada, register now!

## April Meeting Minutes

Coco's Restaurant  
March 27, 2002  
By Eileen Keating

The meeting was called to order and started with Old Business: (1) Dwight Emerson gave the financial report and stated everything is coming along fine and we are solvent. A question was asked about how the money is used. Dwight stated the money is partly used to pay for trophies and general expenses for the club. (2) Les Williams gave a review of the April monthly cruise. We drove up I-5 and got there in time for the first battle of the Civil War reenactors. Les explained much of what we were shown. While walking through the Civil War camps, we were given vivid details of the hospital and amputations. We brought picnic lunches and had a great time before heading for home. (3) Dave Zelman gave a review of the April Route 66 Car Show. It was a great success from the comments received. We had over 100 cars and it was a hot day, but most everyone that came had a good time. (4) Judging was discussed and there will be some changes made in the future months. There will be changes in personnel on the entrance gate and the registration. If you want to bring your contemporary car to show it off, you will pay the entrance fee, but your car will not be part of the judging and cannot receive any trophies. Judging will now take place within a pre-determine time. So there will be plenty of time for judging without a lot of pressure to complete the process. If people bring their cars in late, they will be told (if there is a parking space), that they can bring in their cars for "show" only, but it's too late for being part of the judging for trophies. They won't have to pay the entrance fee of \$5.00, but they can donate the money toward the charity if they would like to. More suggestions were asked for and received to help toward making the Route 66 Car Show even better.

New business: (1) Phil stated that there were club shirts for sale and would be available for purchase after the meeting. Ordering is still available for sizes and styles that he doesn't have available. (2) Les Williams discussed the upcoming monthly cruises. In the month of May, we will be going to Descanso Gardens, then going to Robins Restaurant for "eats", then onto the Classic Auto Gallery show room and gift shop in Glendora. That will be on May 18th. We will meet at McDonalds, by K-mart at 9am. Les also brought up planning for the October weekend cruise. He is going to check prices and times for the possibility of staying at the Queen Mary overnight and spending time in Long Beach. (3) We were asked for suggestions for possible club "short cruises" on weekend days. (4) Then the meeting was opened up for questions, answers and future car shows that are coming up. The Valencia Town Center will be Saturday, May 4th and we'll meet at 7:45am at Mimi's and caravan into the car show together, so we may park together. Car Show Brochures were discussed and passed out to those who were interested. There was mention of a cruise night in Santa Paula, where they close the streets of downtown, to show off the cars. Dates and time will be checked on and added later.

Dick LaGrasta won \$9.50 in the Chrome 50-50 pot for the evening. The meeting came to a close.

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