

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 I can sure say that June has been a most rewarding month, and thanks to a lot of hard work from some car club members who are always "there" when you need them. This month has been a "winner from the word go!" On the second Saturday of this month, the Route 66 Car Show/ Cruise Night was a resounding success. Not only did we manage to help out the Santa Clarita Safe Rides Program, but we also managed to have a good time helping many people who came to Route 66 to enjoy the night's festive occasion. You were "there" for them when they registered their cars; when they bought raffle and 50/50 tickets; helped them get their "pride and joy" properly parked; and set up the trophies for proper distribution after their cars were "judged" [this alone takes time and the "Patience of Jobe"...so many nice rides came in that night]. It was nice to have someone "MC" for the club [thank you]; get up on stage and tell everyone how much we appreciate them coming to Route 66 and to come visit us next month.

So you say, okay Dick, what else was happening in June to make this month "special" among other months past? Good question! On the third Saturday of June, Mr. Les Williams led us down to Torrance, California for our "monthly club tour." We went to the Edelbrock Products Corporation for a very special tour of their facility. This was special [at least to me] because it was "an Icon" among automotive high performance products that has withstood the test of time. The company, over the years, has proven itself by producing high quality performance parts. The company was founded in the late 1940's by a man called Vic Edelbrock Sr. His son, Vic Edelbrock Jr., took over the business in the 1960's. Now in the "Twenty-first Century," his children (three great looking and very smart daughters) have taken up where their father has left off. They are doing a great job of "running the business in the black" and having fun doing it!!! What a super way to pro-create a wonderful entity, and keep your good name on the product for all see and respect! I came away, from that day's tour, with a newfound admiration for The Edelbrock Corporation. These fine



Vic Edelbrock Jr.



This month has been a "winner from the word go!"

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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

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people opened not only their doors for us that day, but opened up "their hearts" too! I want to thank Rikki (aka...Rhonda Kirchner) and Les Williams for helping make that day "a most memorable" one for all who attended.

Last but not least, we had the club's annual picnic which brings this club and its members just a little closer together [due to an amazing amount of food on display]. It allowed us to enjoy a few hours under the shade trees with members that sometimes are not able to be at one of the club functions that happen through out the year. As usual, we all "gorged" ourselves on enough food to "choke a horse" [or maybe a whole stable of horses]. What made it so much fun was just "kickin' back" and enjoying each other's company. Oh, there were the usual problems with "insect control" (the flying type); hot weather [under the "big top" aka...Easy Ups]; car alarms going off continually [how irritating]; stray dogs wandering around looking for "adventure" [or perhaps a mate...for just a minute];

and a bathroom without commode doors [what 'ya lookin' at...buddy?]. BUT, we still had a great time! I want to thank everyone who helped set this "happenin' thing" up [these things just don't set themselves up you know, lots of team work here]; helped take it all down; and cleaned up the area afterwards. Thank you all for a "job well done" and for helping to make the month of June a most "memorable" and enjoyable one for our club. I am looking forward to the 4th of July "Cruise to Sespe Creek" in Fillmore. We always have a great time there and usually have a pretty good turn out of club members and their cars every year. I hope for a repeat this year. This should be "the best one yet!!!" See you all on the "Road to Sespe Creek" on the morning of the 4th of July, bright and early [well, for some of you anyways]. Display your "Contemporary Car Club" placards proudly on your car that day. Many people will recognize that placard as belonging to a real great bunch of people and one really great car club. See you there!

Sincerely, Dick (aka: Da Prez)

The Edelbrock Performance Products Tour

By Les Williams, Cruise Director

The club's tour to the Edelbrock Co. and Vic's Garage in Torrance was a fun day. The Edelbrock Company, the Edelbrock family and Edelbrock employees are a class act.



Edelbrock Performance Products in Torrance, CA.

We left Mickey D's at 8:30 (after we filled up with gas, eating there) and headed south on the San Diego Freeway. We found it a little cooler over the hill, but the traffic cooperated and we boogied on down to Torrance. The T-Bird Club of Southern California joined us and there was about 45 people in all to take the tour. We met in Vic's Garage. The room was probably 8000 sq. ft. holding about 20 of Vic's Cars and Trucks. He had a replica of his dad's famous roadster (the guy who owns the original won't sell it for less than \$750,000.00). There were several street rods, a custom 57 Chevy, Camaros, Chevilles, Corvettes, a Porsche and a miniature Willys Drag Racer with parachute (that you sit on). Edelbrock plans to lay patches

of rubber at our Route 66 car show.

After drooling over the cars and showroom, one of the Edelbrock daughters (she runs the advertising department) greeted us and gave us some history of the company and the family. Two of the daughters race with Vic in vintage car races. Both ladies drive Shelby Mustangs (one is white with blue stripes and the other is blue with white stripes) and Dad drives a Camaro. They also raced boats offshore together. They told us that most of their employees were also enthusiasts in motor sports. It looked like a fun place to work.

The tour included seeing the Engineering department (The CAD program they use is amazing. They can show the parts in three dimensions, looking at any and all sides, even going into the inside of the manifolds). They showed us the Engine Testing department, the plant where they machine the parts (they spent big bucks on the machinery, Millions and Millions), the Shock department and Shipping. They also have one guy who maintains the vintage race cars.

After the tour (about 3 hours) we went back to Vic's Garage and had lunch. Sub sandwiches from TOGO'S and a Chinese chicken salad that was to die for. We all got goody bags and they opened up the company store for those who wanted to buy a jacket or shirt, etc.

We all had a good time and learned a bit about a Classy Company.

Les

Upcoming Events

- July 4th - The Sespe Creek Car Show & Regional Chile Cook-off - leaving @ 7:00 am
- July 14th - Route 66 Classic Car Show - 5 pm to 9 pm
- July 21st - The Nethercutt Collection/Cars of San Sylmar monthly club cruise - Times to be announced soon

Car of the Month (Emerson's 64 Plymouth Barracuda)

By Dwight and Jody Emerson

The Barracuda (64 Plymouth named "Obnoxious")



Convolutd, yes that is a good way to describe the story of the Barracuda. It didn't start out as "I think I'll go out and get me a '64 Plymouth". It did start when I decided to sell a 1944 Willys MB. The Willys had been sitting in the drive way for about a year with a for sale sign, and only one person interested. But that person had no money, only desire. But it seems that his brother had obtained a '64 Plymouth Barracuda as a driver car. One night the kid came out to visit our daughter, driving the Plymouth. I looked it over, almost complete in number 2 condition (at least it ran), minor body damage, trashed interior, 4 speed transmission that didn't shift, and a 273 V8 motor that smoked like a power company chimney.

I looked, laughed and went back in the house. Jody of course said, "What an ugly little car!!!" When it came time for the kid to leave, the 'Cuda would not start. It had found a new home and wanted to stay. So he left it here to come back and get it tomorrow. Well tomorrow came and his brother came up with an offer. "Trade you the 'Cuda for the Willys". And of course Jody said, "What an ugly little car!!!" So of course, I towed the Willys over to their house, traded pink slips and keys and the deal was done.

I got the car started, and drove it around the

block. That about a mile in distance. It had a bad clutch, bad brakes, bad transmission, bad radio and did I mention the engine smoked? So the little Barracuda was moved to the side yard, behind the fence, out of site of the neighbors and others. And then I started to think about what the heck am I going to do with a '64 'Cuda? At that point in time, work went crazy and I had no time to spend on the car. So, for about 2 ½ years the 'Cuda sat. Occasionally I would have a little time and go out and take something apart. Jody says I'm real good at taking things apart, but the putting back together - well... So the car sat, and sat. I had to get one of the tires fixed, it went flat just sitting.

About a year and ½ ago, I finally figured out what I wanted to do with the 'Cuda. I wanted to make it "Cool". Of course Jody said " But it's such an ugly little car". I argued that it is not ugly, only homely and we can improve on that. So I cut off the door handles (I had always wanted to do that), cut out the truck, and installed a 16 gal fuel cell, and the largest battery I could locate at the time. I patched up the holes and replaced rusted out panels with hand formed ones. I was looking at the wiring one day when I noticed that the main power lead from the firewall to the ignition was completely melted through. So I ripped out all of the wires in the car and installed a Painless wiring harness. Let me say this it was not painless. There are more wires, and as with most kits and things they assume you are building a Chevy, and occasionally point out the exceptions for non-Chevy applications.

Well with my form of body work done, I took it over to the painter, "No problem, but it will take a couple of months, cause I'm sort of backed up now" - followed with - "And I can do flames, no problem." Well, most of you know the painful 7 ½ months of "I guarantee it will be done in two weeks," that we all went through, most of you thought I was hallucinating or something. The car was to eventually be painted with Rain Forest Green metallic, clear coat, and three colors of flames: yellow to orange, and if you look real close, red on the tips., Obnoxious! As the car was going to be done in two weeks, I had Harry (Viking Upholstery) do the interior seats and door panels in Oct 2000. The car wasn't ready but the upholstery filled the patio room at the Christmas party for all to see. In January the car was going to be done in two weeks, so I went to Hawaii Racing in Simi and bought a new

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Car of the Month (Emerson's 64 Plymouth Barracuda)

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engine, clutch, and a bunch of other stuff. And all during the 7 ½ months I was combing catalogs and



getting stuff for a car that I didn't have. I still have two external mirrors on back order.

The car came back from the painters in April this year, and out went the 273 and in went the Mopar 360/380 engine, Lakewood bell housing, and Center Force clutch. The headers that were guaranteed to fit didn't, seems the Lakewood housing is different shape than the stock, and wasn't guaranteed "you scratched and bent it did you." There were five of us and about five hours attempting to get the headers and motor all together. Then we gave it up and installed the motor sans headers. Film at eleven to solve that one. The car is all together and made its maiden voyage on June 9 to the Route 66 Car show. So far it is a handful to drive, a lot of horses and a small car. And by the by, Jody stills thinks its "a homely little car," but I think it has made it to Cool with a capital "M" as in MoPar.

Proud owners of a '64 Plymouth Barracuda
Dwight & Jody Emerson

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June Meeting Minutes

Bouquet Canyon Park
June 23, 2001
By Eileen Keating

Today's meeting was held during our Annual Car Club Picnic at Bouquet Canyon Park, in a beautiful green setting, with grass and trees all around. It was warm, but with a cool breeze that kept coming though every so often to help cool us off. The meeting, informal as it was, was held between the HorsDouvres and the main entree (yes, with us it always has to do with "FOOD"). The meeting was called order at 12:07 pm before the main entree, because if we had waited until after eating, everyone would have fallen asleep. The financial report was given by Jody Emerson and with the help of the Route 66 car shows, we are doing just fine financially, and the charity we aide, Safe Rides of Santa Clarita, benefits tremendously from the show that they work so diligently on.

We all enjoyed the monthly club cruise to the Edelbrock Products Facility & Museum, especially the men who were noticeably "drooling" over all the equipment and cars they had there. They had 3 different facilities on the property and "Red" seemed to be the color of the day, in cars and everything there. There was a delicious lunch served

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June Meeting Minutes

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"free" to our group (I guess they know us). Edelbrock will probably be a "future" monthly club cruise again, for those who weren't able to make this one and those who would love to go back again.

There was a review of June's Route 66 Car Show/Cruise night, with 140 spaces and over 110 registered cars. A lot of suggestions for the upcoming route 66 shows were brought up, among them our club members parking their cars, that can't be part of the judging, outside of the show/judging area. Also that next year we might consider taking on other charities, as long as they are willing to work as diligently as the Safe Rides group does. They also brought up two-way radios and other possible communicators to help in keeping the cars flowing and parking during the setting up of the car show.

The Nethercutt/San Sylmar monthly club cruise is on July 21st next month. The time and place for meeting to caravan down to Sylmar will be forthcoming in the future by phone or e-mail. The October Weekend club outing has had to be changed from Palm Springs to somewhere else. So if anyone has any suggestions of a place to go, please contact Les Williams or Dick LaGrasta.

The purchase of new club jackets was also discussed and if you are interested in getting a new club jacket, contact Dave Zelman 263-6219, for a description and price). Orders must be in by June 29th.

Today's cruise up to Burger King in Palmdale after the picnic was discussed. 3:30 pm was the time chosen to leave the Santa Clarita Valley.

The final discussion was on the Sespe Creek Car Show in Fillmore on the 4th of July. Registration is already closed and the parking plaques will be mailed out. Those going will be meeting at the Shell/Texaco gas stations on the Old Road between Rye Canyon & Highway 126, leaving at 7 am.

With everyone's stomach "growling profusely", the meeting was ended at 12:45 pm and we all raced for the tables full of delicious, chips, dips, HorsDouvres, salads, rolls, bread, a large assortment of meats & cheeses for sandwiches and to finish off a delicious meal--wonderful desserts.

*Soon to be on
the Web @
www.scvccc.org*



*Santa Clarita Valley's Finest
Car Club*

