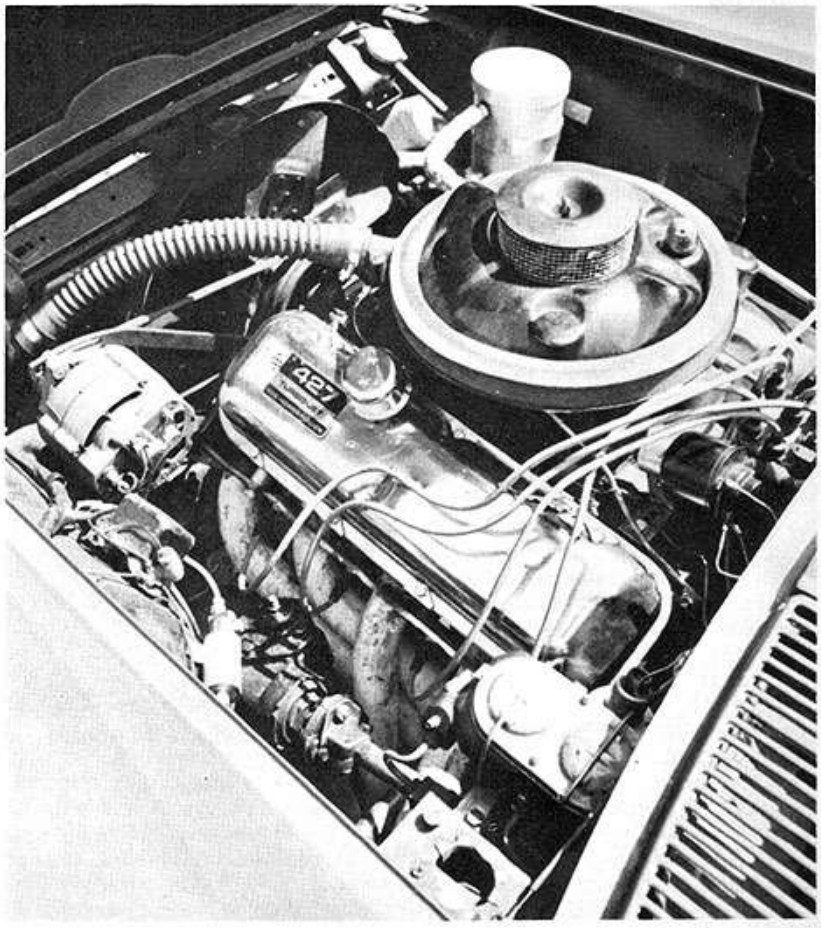
John Mahler and Bill Foster take over the reins of KO-MOTION and, with some help from its sponsors, set the AHRA A/CORVETTE WORLD RECORD

'IN MEMORY OF ASTORIA CHAS'

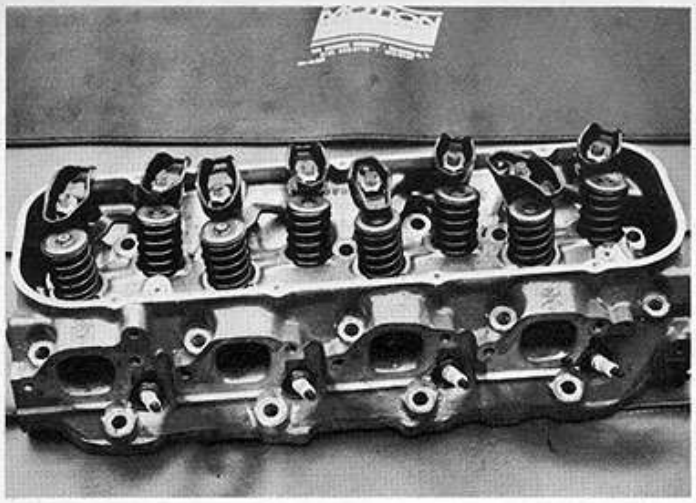
SOON AFTER 'Astoria Chas' Snyder lost his life in Vietnam, our good friend John Mahler volunteered to take over the chore of campaigning his CARS-sponsored 427 Corvette. He wanted to take over where 'Chas' had left off. Together with his buddy (a NYS law enforcement officer) Bill Foster, John managed to get all the sponsors back into the project and then went on to win the elusive A/Corvette AHRA World Record. The 11.04/129 mph record reads "In Memory of Astoria Chas," of course.

The amazing part of this record-holding Corvette is the total lack of trick stuff. It's an extremely straight forward race car with an absolute minimum of special equipment. In fact, the 427 engine is an *early* L-88 with the aluminum heads that aren't supposed to work. The engine is a product of Motion Performance, one of the Corvette's major sponsors. It's a blueprinted and clearanced engine that sports a virtually indestructible Crankshaft Company lower end. The crank is a Super/Stock Thermo-Rev job and the rods are reworked stock L-88 Chevy. The pistons are 12.5-to-1 Forgedtrue models with Dykes rings and are .030-inch oversized. To insure proper lube at over 7000 rpm, the deep pan and special oil pump were picked from the optional factory parts list. This proved to be a simple matter, as John is the parts manager at Baldwin Chevrolet.

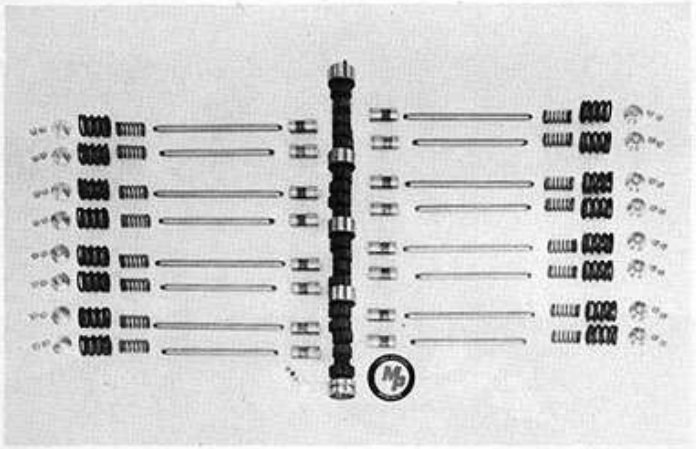
While the early L-88 heads are nowhere near as efficient as the latest open chamber jobs, they were made to work via proper machining and tender loving care. The chambers check out at 107.9 cc's and all restrictions that might disturb the head's flow characteristics have been removed. The ports have been gasket-matched and machined wherever possible. The stock valves are actuated by a Phase III 'C' cam



Record-holding Vette is powered by a blueprinted early L-88 mill with a single quad.



Early aluminum heads feature cc'd chambers, cleaned up ports.



High lift (.610-inch) short duration (310/320) M/P cam is used.

Ripple-wall slicks (7-10 psi) are pinned to the stock wheels.

and kit. The cam is a short-duration, high-lift solid lifter grind which checks out at 310/320 degrees duration, .610-inch lift. After much experimentation, a valve clearance setting of .022/.026-inch was chosen as the way to go.

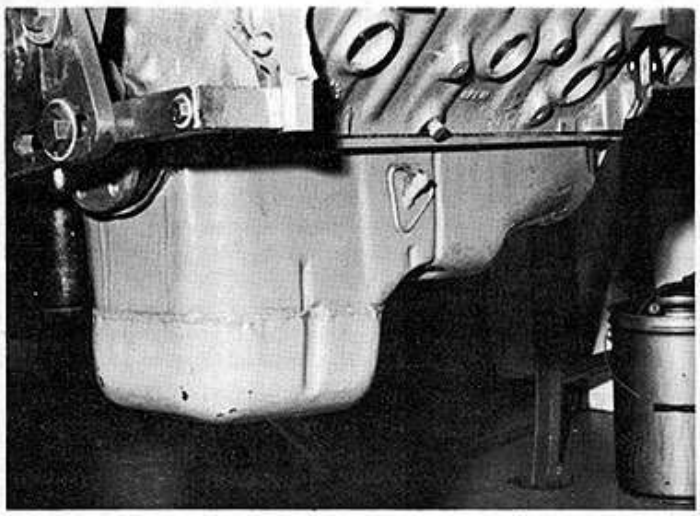
Setting up the carburetion was a rough job, as class rules do not permit the use of multiple carb setups. This ruled out the use of one of the new high tunnel ram dual-quad setups which big-block Chevys react to so well. The factory aluminum high-riser was modified via a bit of machine work. The center divider in the plenum was removed and the plenum smoothed out to increase flow. The pot is an 850-cfm Holley (#3418-1) and is stagger-jetted as follows: RF-#74; LF-#78 and #72 jets for both secondaries. Hooker headers handle the flow at the other end.

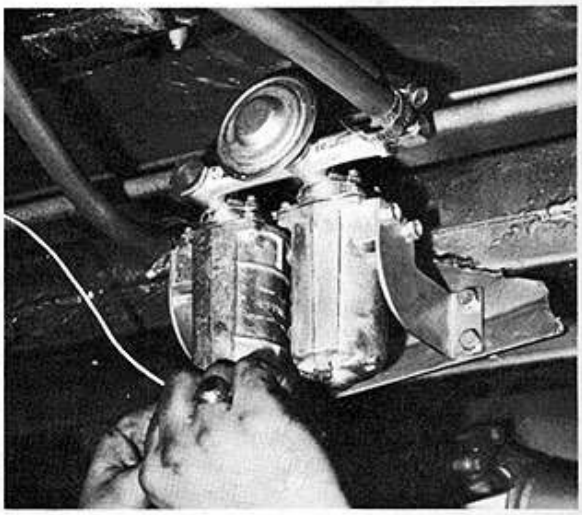
In charge of fire control is an M/P Super-Spark system with a custom-calibrated dual-point distributor, matching coil, Ramcharger wires with boots and a PHASE III CD unit. The CD fires at any rpm level the engine can run at and plug life and the sharp tune are maintained for a considerable amount of time. With Sunoco 260 in the tank, total timing is set at 40 degrees and the Champion N-64Y plugs are gapped at .028-inch.

The powertrain is also a simple straight forward setup with an M/P-Schiefer clutch and flywheel (Ford-type pressure plate) and Lakewood

Baldwin Chevrolet supplies all the factory speed equipment.

Super sano race car is fitted with early factory side exhausts as they are lighter than stock system. Hooker headers are used.





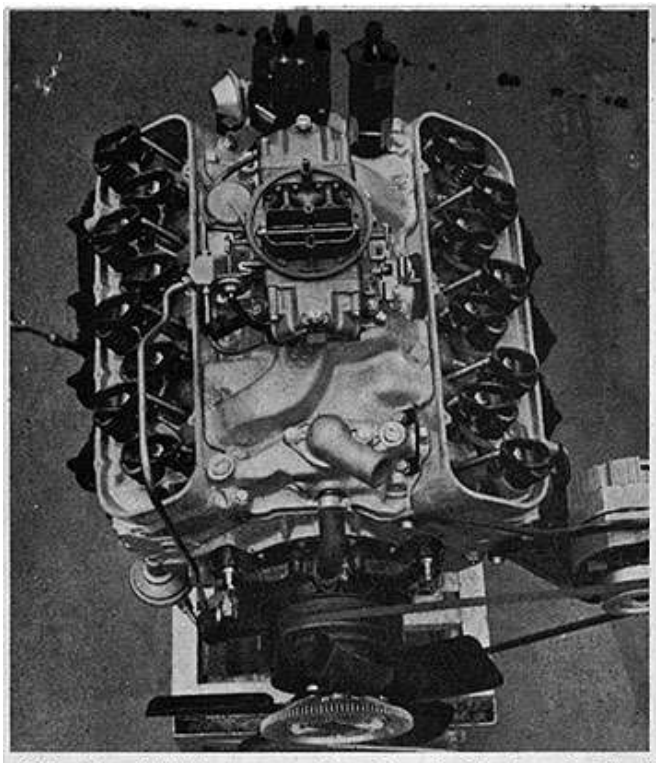
Factory deep pan and special pump and pickup supply lube for Crankshaft Co. lower end. Super Pumper supplies quad with Sunoco 260.

scattershield separating the engine from the Hurst-controlled M-22 Chevy four-speed. John has no sweat knocking off 7000-rpm power shifts.

Since driver John Mahler weighs upwards of 235 pounds, mucho work went into the lightening of the car. In many cases driver weight can prove to be a severe handicap. The body was actually removed from the chassis and a brand new chassis ordered for the car. All sound deadening material, undercoating, etc. was removed and the body and chassis carefully prepared with the AHRA and NHRA rules books in one hand and a torch in the other. All critical stress points on the chassis were rewelded, especially those in the area where the rear end bolts to the chassis. The constant shock loading on the rear raises havoc at this area. The Super-Bite bars take up some of the stresses and the rewelded chassis absorbs the rest. Gearing for the quarter with 29-inch slicks (9.7 inches wide) pumped to 7 to 10 psi is 4.88. Cragar mags are normally run all around with super narrow 4-inchers used up front for the Stahl 7.10x15-inch low-restriction tires. The front tires make the trip at 50 psi. Super-Bite shocks are used at all four corners.

It's interesting to note that this record-holding Corvette runs a side exhaust system and not just a typical shortened straight pipe setup. There's a good reason, however. It seems that the stock old-style side

(Continued on Page 74)



The out-of-sight performers will be ZL-X Camaros and Hemi-Darts.

All-aluminum ZL-1 is hottest setup from Chevrolet. Watch out for Chevelles and Camaros with ZL-1, ZL-X and straight 427 power.

Quite a few Corvettes are being set up for Sports comp. using the ZL-X mill with 12.8-to-1 compression, open chamber heads.

Visit Scott Teeters' Corvette News, History, & Commentary blog-site at:

http://www.CorvettteReport.com

And stop by our Etsy stores:
http://www.ManCaveCarArt.com

http://www.CarGuyMerch.com