

CORVETTE NEWS

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FOR CORVETTE ENTHUSIASTS



CORVETTE NEWS



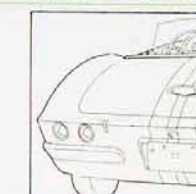
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One-hundred-degree temperatures and 30 mph winds couldn't keep Dave MacDonald and Corvette from a walk-away win over the Jag XK-E.



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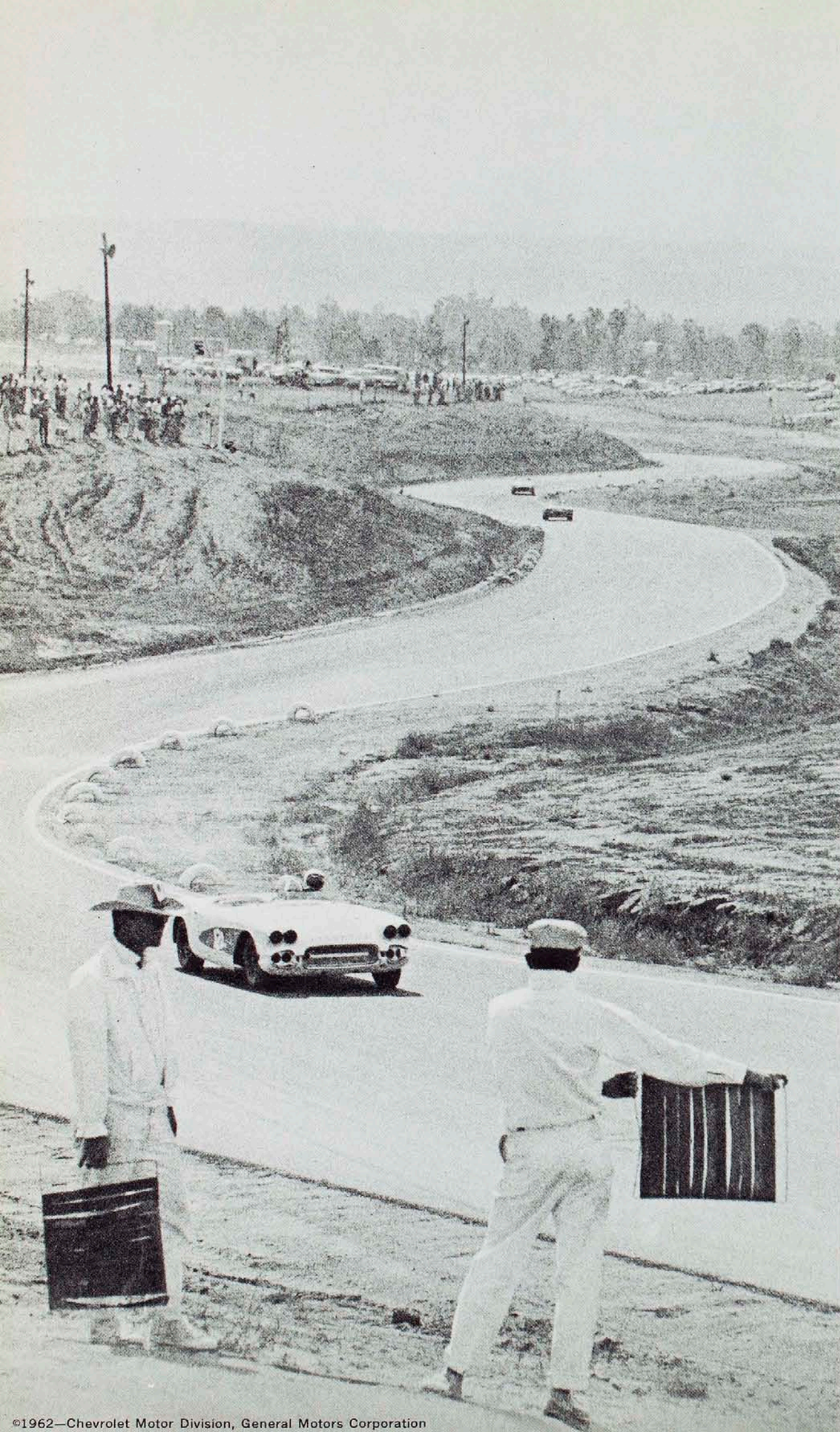
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Corvette Clubs answer the national roll call—30 states and the nation's capitol all present and accounted for.



COVER

The start of Riverside's '61 ABC Production Race—Dave MacDonald gives it the gun in a 1962 Corvette owned by Don Steves and prepared by Bill Thomas.

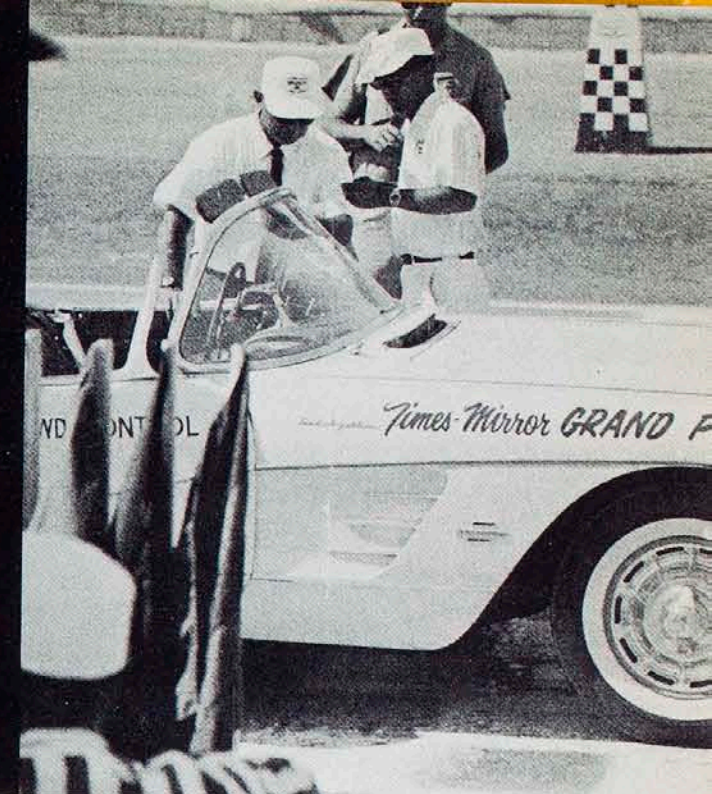


Champs square off at Riverside's '61
GRAND PRIX

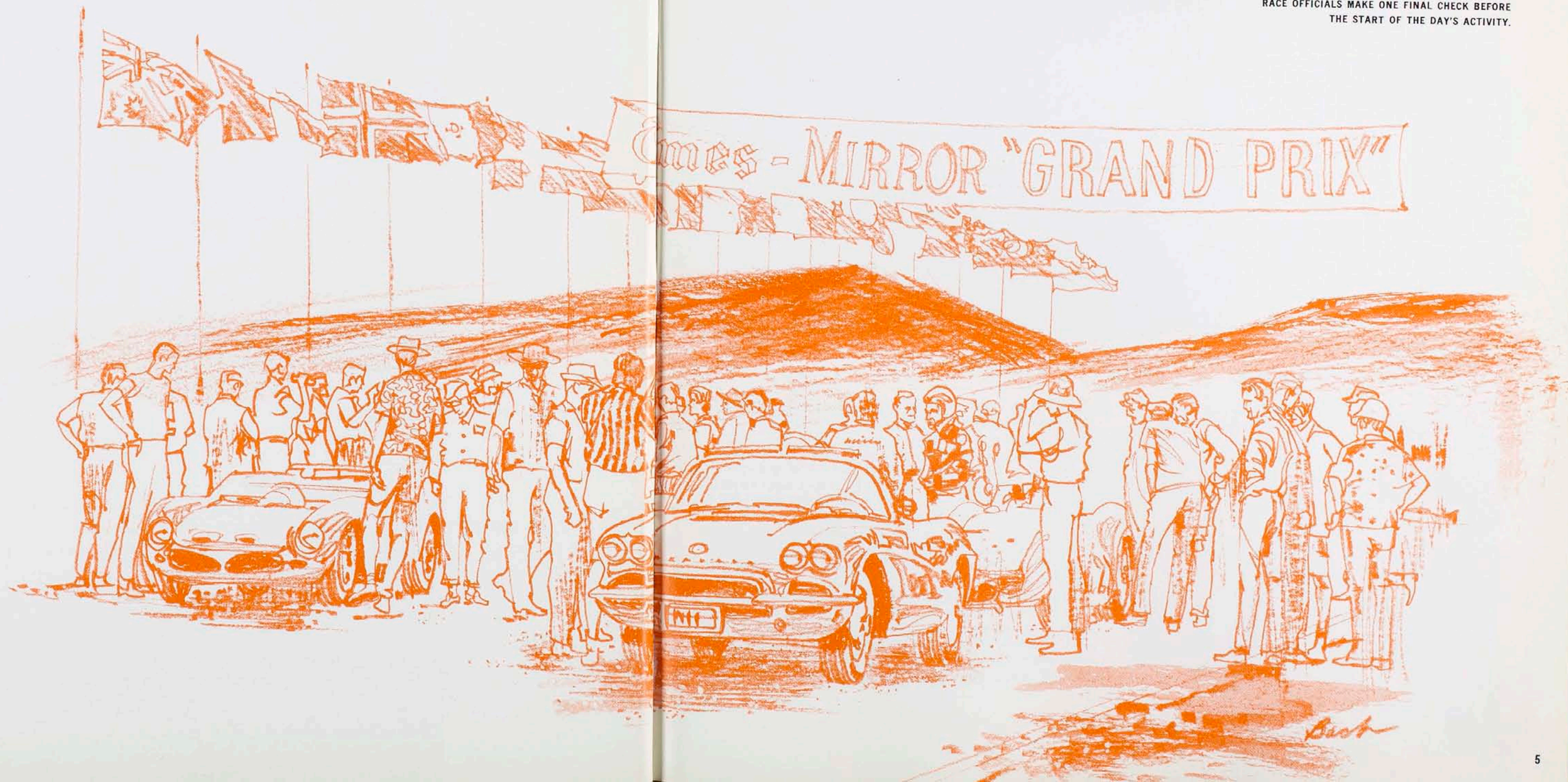
**CORVETTE SCORES A DECISIVE
 VICTORY OVER THE JAG XK-E!**

A blistering sun . . . 100 degrees plus . . . and a blustering wind at some 30 miles per hour, only served to heighten Corvette's thirst for victory in Riverside's ABC Production Sports Car Race. Dave MacDonald and the 00 '62 Corvette . . . it was a perfect team of man and machinery that squealed away from the starting line in an attempt to prove once again Corvette's prowess as an American sports car.

Since Corvette's stirring win over the Jaguar XK-E at the Santa Barbara Labor Day Races, the debate had raged fast and furiously over the competition merits of the two cars. The surprise announcement of a rematch scheduled for the second day of the 4th Annual Los Angeles Times-Mirror Grand Prix was met with instant applause from all corners. Charles H. Hornburg, western states Jaguar distributor, was reported as saying that the

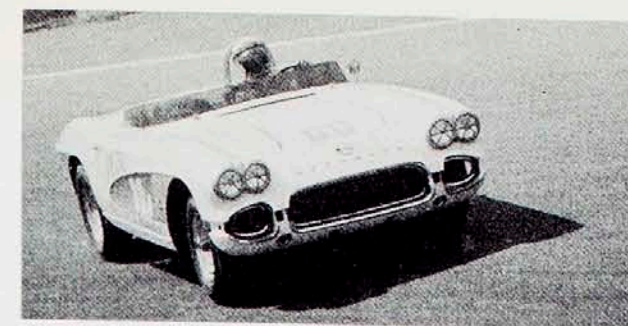


RACE OFFICIALS MAKE ONE FINAL CHECK BEFORE
 THE START OF THE DAY'S ACTIVITY.

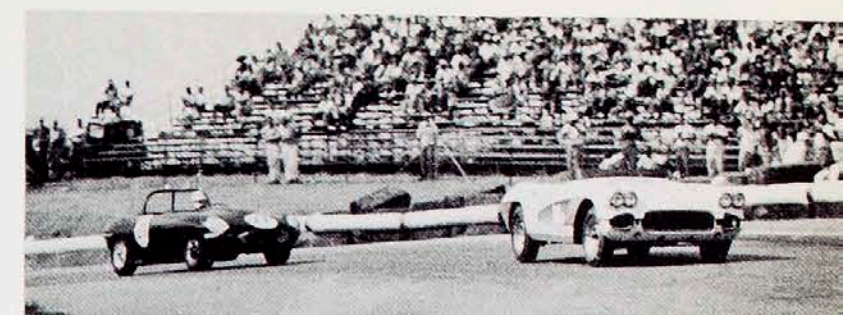




CELEBRITY-SPECTATOR "BOSS"
(CHEVROLET'S "BONANZA") TRIES ON
CORVETTE'S "SHARK" FOR SIZE.



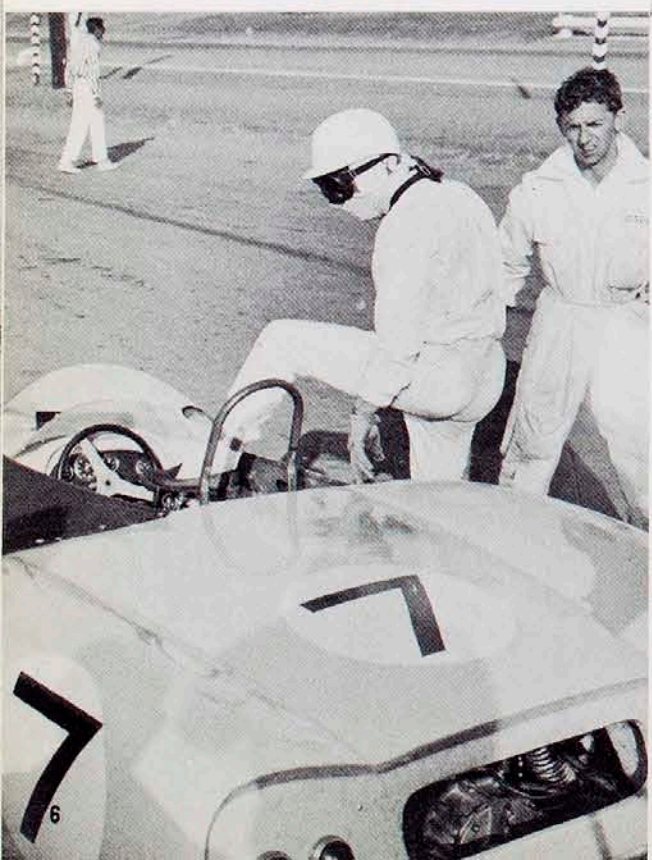
MAN AND MACHINE WITH A THIRST FOR VICTORY.



MacDONALD AND 00 EKE OUT SOME RUNNING ROOM FROM KRAUSE'S JAG XK-E.



FLAPPING FLAGS, BILLOWS OF DUST AND A DEAFENING ROAR HERALD THE START OF RIVERSIDE'S '61 GRAND PRIX.



MOSS GETS SET FOR ANOTHER GO . . .
BUT THE RACE WAS ALREADY LOST TO
BRABHAM AND McLAREN.

XK-E wasn't ready for the Santa Barbara Race and that he was happy about the rematch. The Corvette match-makers were equally eager.

The special 15-lap contest for big-bore production cars was open to Corvettes, Jags, and other ABC production sports cars. But when the cars hit the grid, it was Corvette and Jaguar all the way. To Jag fans, the duel was a chance for the mighty British car to redeem itself by unseating the American champ. Corvette followers saw the bout as one more step toward international prominence for "their car" . . . and what a step it turned out to be.

The green flag dropped and they were off. MacDonald, the 24-year old speedster from El Monte, California, took a quick command of the situation and pushed the '62 Corvette into an early lead. Billy Krause tried desperately to close the gap, but the noted veteran and his "E" Jag sleekster were fighting in vain. MacDonald

and double-zero weren't about to take a back seat to anyone. Every time Number 27 began to creep up, MacDonald's fiber-glass bomb chipped in with a quick burst of speed. Corvette was loving every minute of the spirited competition.

The expected start-to-finish battle never materialized. Even the skillful Krause, Riverside's 1960 Grand Prix winner, couldn't make up for the powerhouse 5300 c.e. engine madly turning out horsepower under the Corvette hood. First over the finish line was Dave MacDonald and the Don Steves Chevrolet Corvette entry . . . 13 seconds and a quarter of a mile ahead of the highly touted "E" Jag. Corvette's roadworthiness had left little to the imagination!

After an exciting duel with another Corvette, Walt Hansgen, driving a 3.8 Jag sedan, was forced into the pits halfway through the race. Corvette drivers Bob Dickson, John Hill, Don Meline and Ralph Morris had

only to vie with the Jag XK 120's. The result . . . 3rd, 4th, 5th and 6th places also went to Corvette.

Extreme wind conditions had forced officials to shorten the race to 12 laps. But the hard-driving MacDonald still managed to turn in an outstanding average speed of 84.95 m.p.h. for the 39.3 mile distance. Corvette eased over the route in 27.46 minutes with a fastest recorded lap of 2.17. For a windy day, that's top-notch Riverside speed in anyone's book.

Corvette enthusiasts have good reason to be proud of the '62 model's exciting performance against the Jaguar. The drivers were some of the best, the competition was fast and ready to race, and the course provided a tricky challenge. But Corvette was not to be denied the victor's laurels. The object was to win . . . and win it did. Riverside '61 will go down as another mark in Corvette's high-stepping pace as an American sports car.

The third day of the spectacular Riverside racing

weekend saw some 70,600 spectators throng to the track to witness the grueling 203-mile Grand Prix for sports cars. The field fairly glittered with some of the world's best known, most popular sports car drivers . . . Stirling Moss, Jack Brabham, Bruce McLaren, Augie Pabst, Chuck Daigh, Billy Krause, Rodger Ward, and, of course Dan Gurney, the popular local favorite. The stakes were high, and the line-up was perhaps the greatest ever assembled for a sports car race.

Thirty-three cars took the pace lap behind the Pontiac which was later to participate in the victor's spoils. A short pause . . . and a rapid whisk of the starting flag sent an ear-deafening roar thundering over the hills of Riverside.

As was expected, Stirling Moss, the road racing stylist from England, burst to an early lead. Into the first turn it was Moss, in a Lotus Climax Monte Carlo; Brabham, and McLaren, both in Cooper Monaco Climaxes. Texan Jim Hall quickly closed the gap with his blue and white

in the second and third slots. Brabham, the teacher, and McLaren, his pupil . . . two close friends in fierce competition.

For 27 laps the Brabham-McLaren battle appeared to be for second place. Then, as is so often the case in automobile racing, the picture changed. Sterling Moss' green Number 7 suddenly developed a brake fluid leak. The Britisher's infamous luck had tripped him up again . . . this time to the tune of a seven-lap loss. Brabham and McLaren were now struggling for first.

The duel which had given fans so much excitement up to this point, now became almost unbearably tense. McLaren, a 24-year old New Zealander, had been leading his teacher of six years' standing for almost half the race. But as experience would have it, now it was Brabham's turn to prove that he was still the professor.

During the 61st lap of the 62-lap classic, Brabham made his bid. On the ninth turn, he poured it on and shot into the lead. McLaren later reflected that had his



SOME NERVOUS REVVING AND A FEW LAST MINUTE "GOOD LUCK" WISHES.



IMPOSING SCENERY GAVE DRIVERS OMINOUS WARNING OF TASK THAT LAY AHEAD.

"Chaparral" Chevrolet. Down the back straight, Hall took over from McLaren, and it was Moss, Brabham, and Hall.

Augie Pabst literally flamed into the pits at the end of the first lap. The fire was extinguished, but so were Pabst's chances. Riverside's Gurney also hit the pits after one lap, and despite the feverish efforts of his pit crew, it wasn't until the 5th lap that he was able to return to the track. A locked transmission had put him in last place, and for Gurney, the '61 Grand Prix was a lost cause.

Allowing Moss to set his own pace, McLaren and Brabham hung back and continued to exchange places

water hose not broken, he could have made Brabham's attempt a great deal tougher.

That was the way it ended. First, Jack Brabham, "the man from down under" . . . and just eleven seconds later, Bruce McLaren, a tired, but proud, young man. Brabham averaged 94.66 miles per hour, but McLaren had the fastest lap—2:01.1!

And so the 4th Annual Los Angeles Times-Mirror Grand Prix came to an end. The three-day weekend had given spectators a storehouse full of the thrills of automobile racing. Charity picked up the proceeds, and the historians added another chapter to the story of America's rise to power among the racing nations of the world.

QUIET MODESTY,
A TRIUMPHANT SMILE
AND THE DIRT
OF A HARD-FOUGHT STRUGGLE
MARK THE FACE OF
AUSTRALIAN WINNER
JACK BRABHAM.



HOW TO HANDLE THE "RACING BUG" IN A CORVETTE

Part I of a
two-part article
on preparing
the Corvette
for competition.
By Bill Thomas

EDITOR'S NOTE: As an automotive specialist, few can lay claim to the national fame enjoyed by Bill Thomas. His record speaks for itself. Since 1957, Thomas-prepared Corvettes have won 44 out of 47 starts in the Corvette Class... some record even for an expert.

This article is being published as a service to Corvette enthusiasts who are interested in serious competition. The suggestions presented here are entirely those of Mr. Thomas, and publication in the CORVETTE NEWS does not constitute an endorsement by the Chevrolet Motor Division. His success, however, paints a rather convincing picture.

I am firmly convinced that Corvette, delivered with the proper options, is one of the finest sports vehicles existing in the world. The car was intended for everyday usage, however, and must be adapted slightly to handle the all-out effort of racing. Many fine mechanics have their own ideas on the adjustments necessary... and it would be impossible to say that any one way is the best. My methods have served me well, and they are, at the time of this printing, in accordance with the rules of SCAA. (Competitors who intend to use any of these suggestions should still check with the latest rulings to be sure that no intended adaptations are considered illegal by SCCA standards.)

The preparation of the Corvette for competition divides itself naturally into two main areas: chassis adaptations and engine adjustments. Since this article will run in a two-part series, I will discuss each area separately. The chassis alterations can be most clearly explained with a simple listing of the recommended changes. Keep in mind that none of these alterations in any way affect the Corvette's status as a production sports car.

DOORS

All glass and window lift mechanisms should be removed from the doors of a competition car. The front window guides and the windshield post can be removed in conjunction with this operation if you later intend to install a racing-type windshield.

First take off the upholstered door panels and the metal inner panels. Remove all the windshield post bolts. (There is one bolt on the upper front inside that is sometimes covered with fiberglass.) Cut the weather stripping on the door and remove the windshield post. The bright metal moulding will come off with the post. Replace the upholstered door panels, and, for added door strength, make and install aluminum spacers on the top of the doors where the glass has been removed. Do not take off the latches or any locking mechanisms.

DECK LID

The helper springs should be removed from the deck lid. This is a safety

precaution that prevents the lid from coming up in case the key latch accidentally comes open or is damaged in a collision.

HOOD

I usually remove the hood latches and install leather tie-down straps. An alternative method would be to put two metal bars with a rubber bumper on your cowl vent. This device extends over the rear of the hood and provides a very effective hood latch. To open your hood, you simply open the cowl vent, and, when the hood is closed, the cowl vent locks into a closed position. This is a fast, effective way to lock the hood.

INTERIOR

I remove both arm rests, the radio, heater, kick panels on both sides, the assist bar and the package tray. It is also a good idea to remove the clock. Most Corvette races do not require the use of a clock, and the roughness of the tracks can put one out of commission pretty fast. All of these items are taken out to make the cockpit as clean and safe as possible.

As an added safety measure, all carpets should be removed from the cockpit. They collect dust and dirt which can become dangerous if it gets into the driver's eyes during a race. In addition, the carpets are likely to become soiled and torn under the stresses of competition.

WINDSHIELD

It is permissible to leave the stock windshield in place during competitive events. If you are a serious fan, however, it should be removed for greater safety and increased straight-away speeds. On the quarter-mile drag strip, for example, the stock windshield and hard top will take 1½

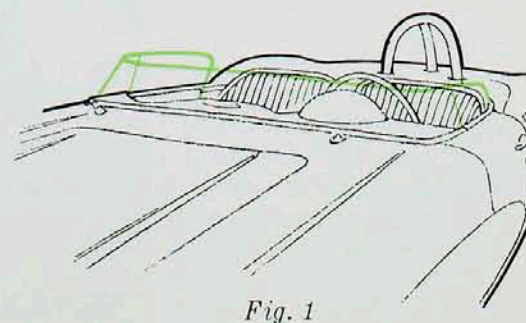


Fig. 1

to 2 m.p.h. off your top speed. This amounts to a very important .20 second in elapsed time. Removal obviously results in the advantage of reduced weight.

The windshield is removed by taking the nuts off the windshield attach bolts under the cowl. It must be replaced with a windscreen acceptable to the club with which you compete. The most popular types available are the plexiglas shield on the driver's side and the wraparound plexiglas shield. Personally, I prefer the wraparound model because it keeps wind turbulence out of the passenger side and gives a more balanced look to the car. (See Fig. 1).

TACH CABLE

I cut a larger opening in the fire wall to permit the repositioning of the tach cable in a more direct line to the distributor. This gives you a steadier reading and will prolong the life of the cable.

FOOT PEDAL

Many tight positions have been lost due to the accelerator pedal coming off the pegs. The driver either has to stop to put it back on or sacrifice smooth throttle action by trying to finish the race using just the accelerator arm. This difficulty can be overcome by simply putting a bolt through the lower part of the pedal (between the pegs) and through the floor. (See Fig. 2). Lock nuts can be used under the floor to hold the bolt

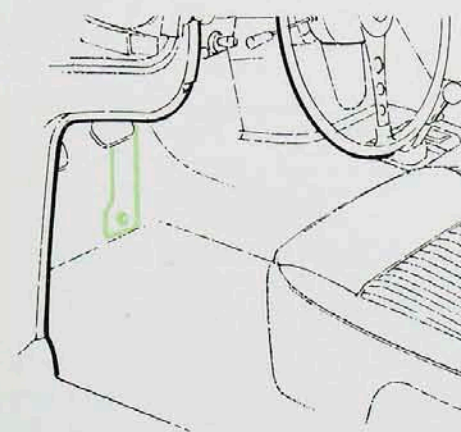


Fig. 2

in place. Be careful to position the bolt correctly so that you still have full pedal travel.

ROLL BAR

I feel that if you are going to install a roll bar, it must be a good one. I use a 2" x 1/8" wall chromoly bar that can be welded to the frame with a fabricated bracket on each side behind the seat. (See Fig. 3 and 4) The brackets are positioned so that the lower bar assumes a strong "U" shape covering the full width of the gas tank compartment. The lower bar is held in position by a bolt through the bar and the bracket on each side. I then cut a "T"-shaped opening in the compartment cover (See Fig. 5) allowing a hairpin-type, exposed roll bar to be welded to the lower bar. A support bar is then welded to the top of the hairpin and the shock absorber mounting cross-member behind the gas tank. The support bar should also be bolted to the crossmember.

I remove the hinges from the compartment cover so that it may be placed straight down over the triangular bar. It will be held in position by the existing lock above the glove compartment and by the addition

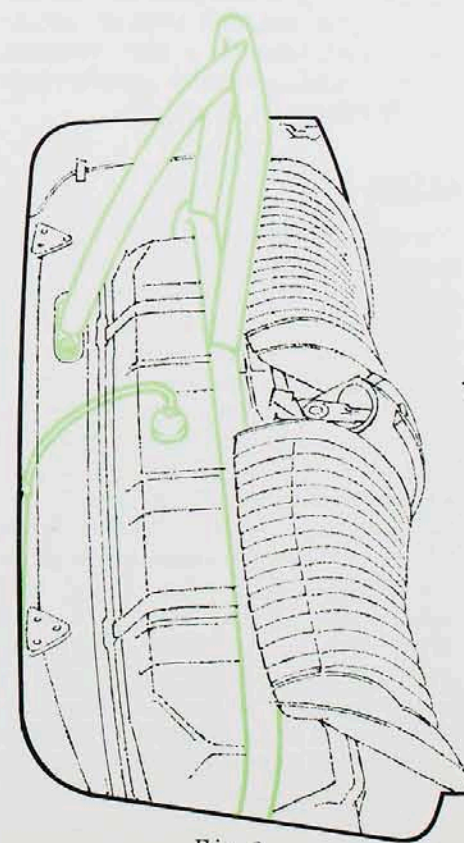


Fig. 3

of two bolts on the aft edge of the cover. An aluminum cover can be form-fitted to the compartment cover and the roll bar to hide the slot previously cut in the compartment cover.

This type of roll bar is neat in appearance and affords effective protection. It will also lend rigidity to the frame.

GAS TANK

I install a 3/4" vent on the top of the gas tank (right side) opposite the filler spout. A piece of neoprene hose is then connected to the vent and up to the top of the compartment. (See Fig. 3). If this hose is dropped below the tank, it may develop a siphoning action. I remove the existing vent hose and vent. Then the existing vent tube is plugged up to stop fuel spillage.

SEAT BELT

I recommend 3" nylon web standard aircraft quick-release belts. The left side of the belt is attached to a plate with a swivel. The plate is welded to the frame and the belt passes through a slot cut into the floor. The right side mounting is welded to the frame under the driver's seat. It extends to the right into the proper position. Eye bolts are installed in drilled holes through the floor and the mounting. This provides a swivel mount. The plates are made of 3/8" thick steel.

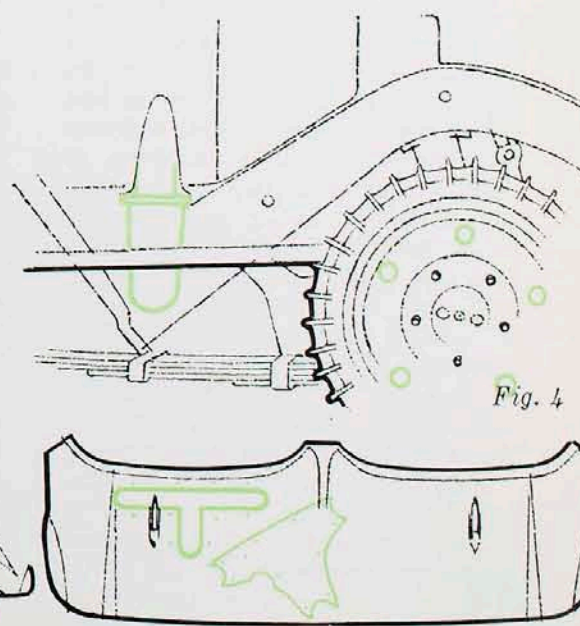


Fig. 4

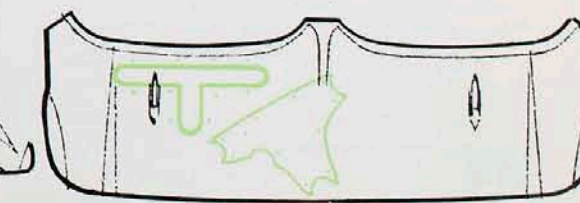


Fig. 5

STEERING

The fast steering adaptor should be turned upside down and heat-formed so that the tie rod bolt holes are 90° to the ground. Then I place the tie rods in from the bottom, making them parallel to the ground. This is done to make the car more stable by reducing the amount of toe-in and -out you get on a fast uneven straight-away. The steering gear itself should be kept in top repair and lubricated with the recommended lubricant. The Corvette manual should be followed to the letter.

FRONT SUSPENSION

The front suspension is a very important part of a successful competition Corvette, and the alignment must be precise to provide proper handling. I use 1959 Heavy-Duty Springs (Part No. 3748140) and Stabilizer Bar (Part No. 3735708). For long, easy sweeping turn courses, I recommend 0° to ¼° negative camber in both wheels and 2½° positive caster with ⅛° toe-in. On very tight, short courses, as much as 2° negative camber and 0° caster on each wheel is appropriate.

Positive caster makes the car stable in a straight line and gives a fast return to the straight ahead position. This is necessary on courses with fast, long straightaways. Minimum caster speeds up the car's reaction to the steering wheel, but it also requires quick reactions on the part of the driver.

Negative camber should be used on any course that is tight enough to cause substantial body lean. As the wheel leans over, there is less loss of tread surface. To get extreme negative camber, it is necessary to take the car to a good frame shop. Set the camber as far negative as it will go, and then bend the upper arms to obtain even more. Setting camber in this way will allow it to be returned to neutral with normal adjusting eccentrics. When you determine what settings are best for the different courses you race, be sure that your alignment is correct before each event.

Although the Corvette front suspension is rugged, it cannot be expected to absorb all the severe conditions of competition and maintain perfect alignment. It is very important that you make a thorough inspection before each race. Check

for loose bolts and nuts. Then check your tires for cupping or any abnormal wear pattern. This is usually the first indication of an alignment problem.

Be sure to have your wheels properly balanced. An unbalanced wheel bounces rather than rolls and can cause poor steering, bad traction and instability. If you use retread tires, the wheels and tires should be statically and dynamically balanced.

REAR SUSPENSION

I use the 1959 Corvette Heavy-Duty Springs (Part No. 3748143) and Shock Absorbers (Part No. 5543739). The rear spring front hangers are reversed side for side. In other words, install the right hanger on the left side and the left hanger on the right side. By turning them upside down, you can lower the car almost an inch.

On the 1960, '61 and '62 models, it is necessary to extend the rear upper shock mounts 1½" down when using the '59 heavy-duty shock absorbers. Otherwise, they will bottom-out in the extreme extended position.

I have tried different spring rates and many different types of shock absorbers, but I've always returned to the Corvette heavy-duty optional equipment. It's designed for the car and can be installed without extensive alterations. It's also reliable, durable and virtually trouble-free with a minimum of service.

BRAKES

Corvette's sintered-metallic linings are undoubtedly the finest production sports car brakes available anywhere. They have perfect directional control, tremendous wearing qualities and a quiet, smooth grip. And they won't fade under the most severe conditions.

To take full advantage of these brakes, I use the following maintenance procedures. The brakes should be properly adjusted and cleaned regularly, and the guide surfaces on the backing plates should be well lubricated. If you wish to install these brakes on an early model Corvette, be sure to use honed or finely ground drums and have the shoes arced to fit perfectly. Check to see that the push rods from the wheel cylinder push straight out and not in such a way that they could push the shoes away from the backing plate.

If this condition exists, space the wheel cylinder to the correct distance until the push rods are parallel to the backing plate. Always follow the factory installation instructions very carefully.

Use 1.125-inch wheel cylinders (Part No. 5455478-9*) on the front wheels and 0.875-inch wheel cylinders (Part No. 5459986-7*) on the rear wheels. The Corvette manual explains the anchor pin adjustment. After the pins are adjusted, tighten the shoes to a slight drag . . . then back off 17 notches. Use Lubriplate on the backing plate guides to insure free shoe movement.

When installing the fans between the drums and the wheel hubs, be sure you have ample clearance between the fans and the hold-down springs. It may be necessary to re-form the fan blades slightly to gain the needed space. To use the brake air scoops, you must remove the covers from the air vents in the backing plates. I also drill five ¾" holes in the face of the drums for additional air circulation. (See Fig. 4).

Before each event, remove the drums and use an air hose to blow out all dust and dirt from the brake system. Replace the return springs after about 5 races and always use GM Heavy-Duty Brake Fluid in the system.

AIR HOLES FOR BRAKES

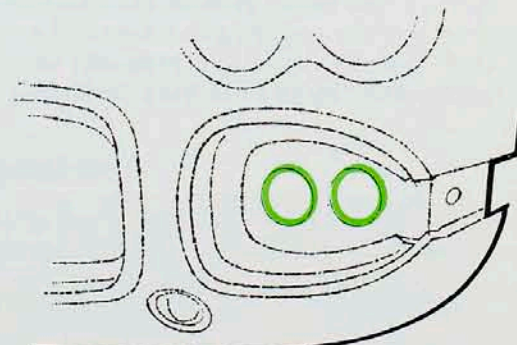


Fig. 6

Cut out two air holes on the face of each front fender to provide additional cooling for the front brakes. (See Fig. 6).

BODY PANELS

Remove the lower inside front fender panels to permit more air circulation through the engine compartment. This serves to lower the compartment temperature and reduce pressure under the hood.

WHEELS

I recommend using the 5.5 x 15-inch wide-base Corvette wheels (Part No. 3748348). Check the lug nuts before each race, but take care not to over-tighten. It is possible to ruin the wheels by forcing the lug bolts through the attach holes. I have made over-size nuts out of ⅛" chromoly steel to prevent the wheels from pulling themselves over.

STABILIZER BARS

Use the 1959 Heavy-Duty Stabilizer Bar on the front and the stock stabilizer bar on the rear. If you desire more anti-roll control, replace the rubber bushing in the stabilizer bar mounts with a harder rubber bushing.

BUMPERS

It is necessary to remove all bumpers and bumper brackets from the frame for competition. There is one bumper reinforcement bar on the rear of the '61 and '62 Corvette that cannot be taken off. I leave this bar in place and use two bolts on each side to hold it up in position. (See Fig. 7).

REAR AXLE

The Positraction unit should be used for road racing or dragging. It prevents wheel slippage and spinning of the inside wheel when cornering.

The axles should be removed and the bearing retainer ring heliarced to the axle in two places 180° apart. (See Fig. 8). The drive line angle should check out at 3°. This cuts down power loss through the universal and makes the car run smoother. It also increases the universal joint life.

With the car sitting level, check the angle of the third member or pinion shaft. It should point down 3° relative to the drive shaft. If it doesn't, remove the rear end assembly, break the spring mounting pads and the radius rod brackets loose, and rotate it to the proper angle. Then weld the spring mount pads and radius rod brackets into position. CAUTION: Be sure the spring mount pads and the radius rod brackets are in the correct position relative to each other.

The chassis is every bit as important to winning races as the engine. If you only have time and money to work on one of the two, your chances of success are better if you expend

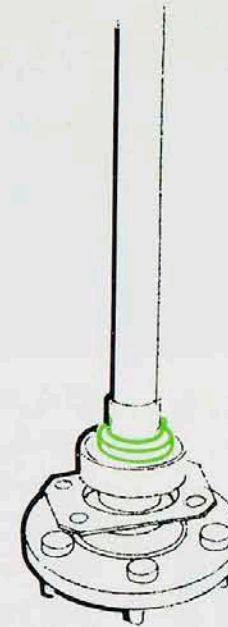


Fig. 8

your efforts on the chassis. Keep the car in top condition by checking all parts for wear. All nuts and bolts should be kept tight, and adjustments should be made according to a regular maintenance schedule.

**Corvettes with RPO 686 or RPO 687 Sintered-Metallic Brakes are already equipped with these wheel cylinders.*

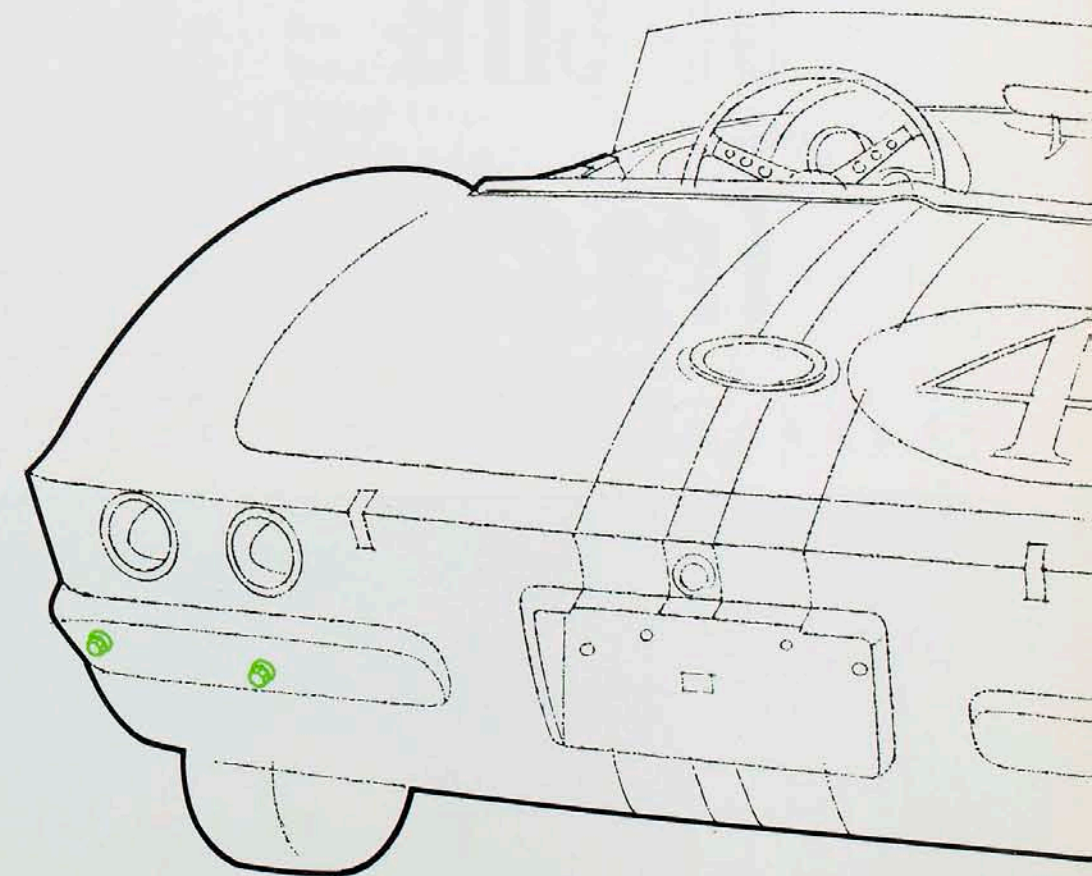


Fig. 7

CORVETTE'S COLORFUL PARENTAGE AS A TRUE AMERICAN SPORTS CAR



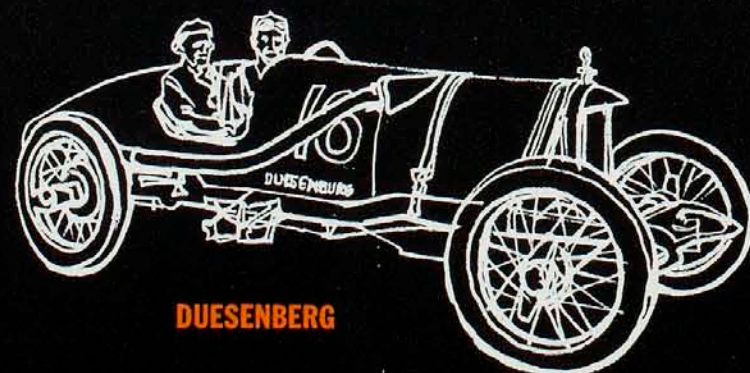
American Titans of the Track



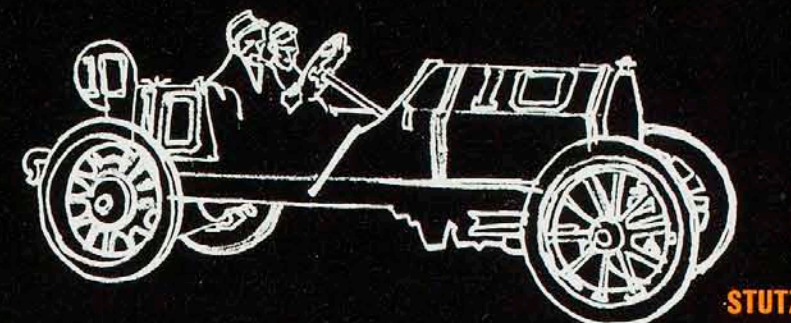
The avid sports car or racing fan belongs to a breed set apart. He eats, drinks, sleeps and lives sports cars . . . and some have died as a result of this motoring obsession. Even the casual spectator must admit, however, that there's something about the highly polished, finely tuned mechanical performance of a roaring sports car that can set anyone's heart beating at least a little faster.

This is a brief story of some of America's finest automotive contributions to the fantastically thrilling world of speed. It begins with the turn of the century when four behemoth-sized cylinders, a T-head and a massive frame characterized the standard American automobile design.

When America first turned to the "horseless carriage," all motoring was considered sport. "Fast-motoring-for-fun" was the byword . . . and anxious policemen, irate farmers, crude roads and the mysteries of the new mechanical creations presented the challenge. Though the term "sports car" was not to be heard until 20 years in the future, the rapid production of cars flooded the roads with numerous runabouts and raceabouts. The early American racing boom is considered less dramatic than that of



DUESENBERG



STUTZ

Europe, but the urge for speed captivated the two continents simultaneously. Many fine automobiles appeared in the early 1900's, but several stand out as rivaling the best Europe had to offer.

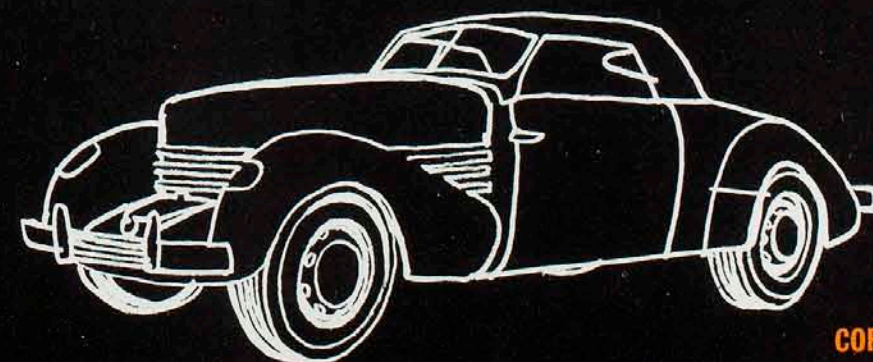
It is no secret that Bugatti owners had (and still have today) an assumed attitude of complete superiority in the automotive world. This select group of connoisseurs was famous for looking down its collective noses at every other car on the world's roads . . . every automobile, that is, except the mighty Mercer. From 1909 to 1925 the Mercer Automobile Company in Trenton, New Jersey, made two-seaters, four- and five-passenger touring cars and limousines of superior mechanical quality. During the years from 1910 to 1915 the company produced some 800 two-seater "Raceabouts" . . . perhaps the most sought after, prized cars ever to grace the American racing scene. Of all the many sports cars between 1900 and World War I, this model is indisputably the best looking two-seater. And it had the speed to complement its looks. The Mercer Raceabout could cruise all day at 60, climb to 70 or more when necessary, and still hold the road with controlled steering that

would put some modern cars to shame.

Powered by a big four-cylinder T-head engine, strictly stock Mercers were often taken straight from the showroom to the track . . . and, often as not, new records were set. No wonder the Mercer had such tremendous appeal for motorists in its time! Even flaws such as very poor brakes, a less than beefy frame and a rather hard ride couldn't dampen the spirits of the Mercerites. To them, it represented the paragon of automotive excellence.

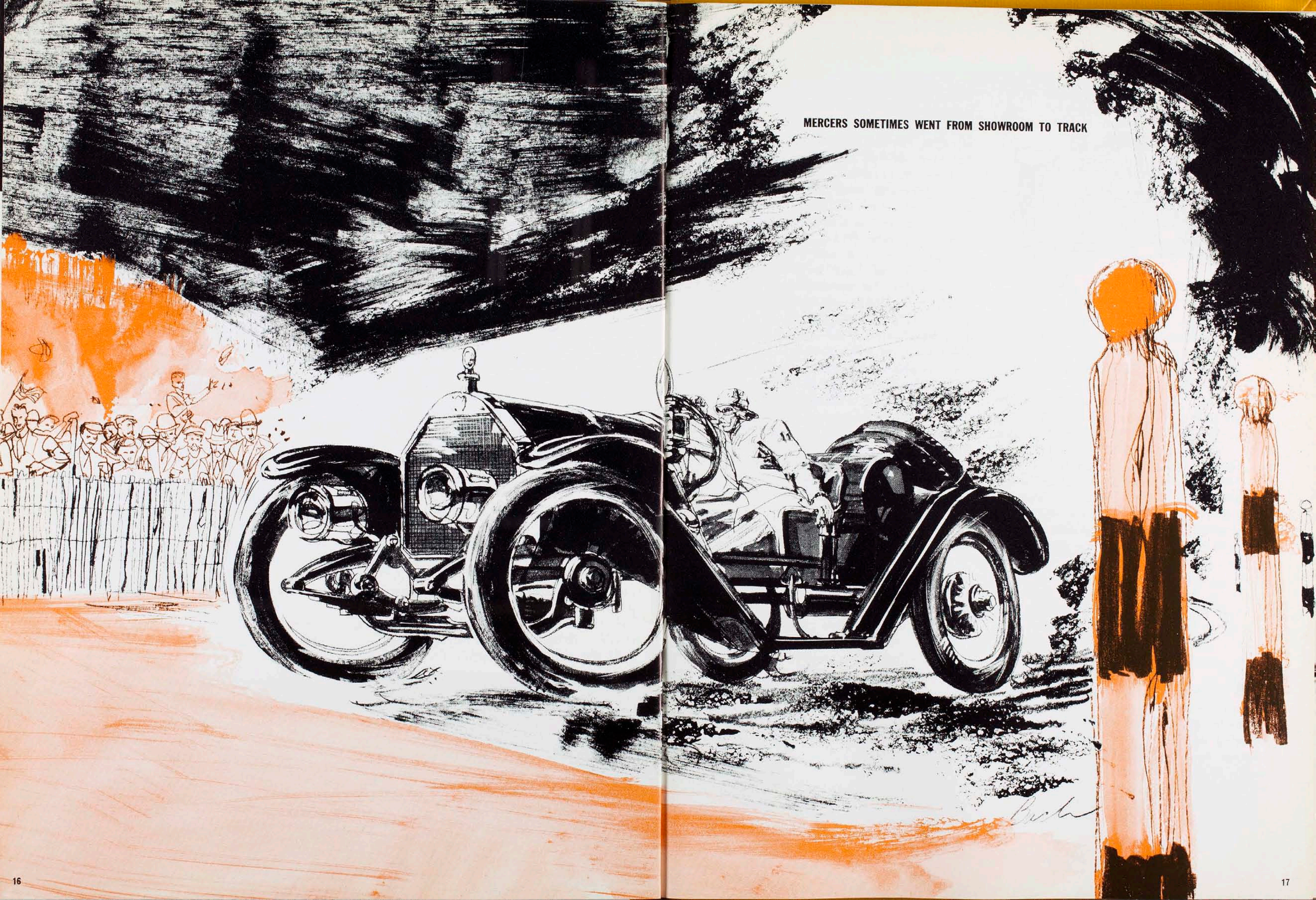
But Mercer wasn't the only fine car of its day. In fact, judging by strict racing records, it was surpassed by the "Bearcat" . . . the Stutz "Bearcat." Harry C. Stutz built his first car in five weeks, entered it in the first Indianapolis 500 race in 1911. It did well enough to earn the slogan "The Car that Made Good in a Day."

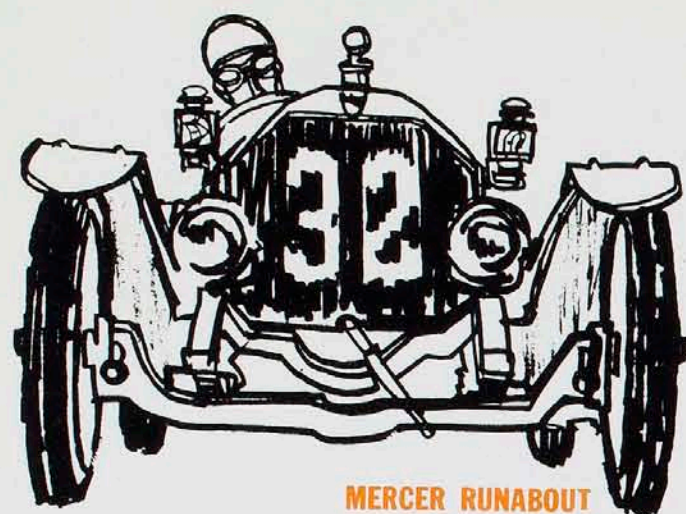
Stutzes ran at LeMans in 1928, 1929 and 1930. They were produced in every model imaginable, from fast two-seaters to gigantic long-wheelbase town cars. But the legendary "Bearcat" was by far the best known. With such innovations as safety glass, hydraulic brakes and overhead camshafts, Stutz can



CORD

MERCERS SOMETIMES WENT FROM SHOWROOM TO TRACK





MERCER RUNABOUT

rightfully claim many an automotive honor. And, despite loud shouts of protest from the Mercer owners, it must be conceded that Stutz was running and winning races some years after Mercer had gone to pasture.

During the '20's and '30's, the Duesenberg brothers gave to America a prestige car to end all prestige cars. Priced in a range between \$6,500 and \$25,000, Duesenberg can lay claim to being the most luxurious truly fast car ever built. No American car has a racing record comparable to the Duesenberg's . . . and, on the road, nothing passed it if the driver was trying. All models showed the stamina, excess performance and excess safety that clearly indicated an automobile derived from the dirt, board and brick tracks of the first 25 years in U.S. racing. The quality was so high, however, that even with the exorbitant price tags, Fred and August Duesenberg found it impossible to make a profit. Consequently, the Auburn-Cord Company absorbed the Duesenberg in 1926.

The stock market crash in 1929 greatly affected the dynamic world of the American automobile enthusiast. A golden era of exciting motoring had come to an end . . . and the pickings were to be somewhat slimmer for nearly 20 years to come. Small companies were forced out of business, and the larger ones had to be satisfied with maintaining barely profitable existences. While quantity definitely

suffered, some of the braver engineers were determined to fight for quality and beauty.

The elegant 810 Cord was the result of this struggle. The Cord is without question one of the most tasteful, beautifully designed automobiles ever to come off an American drawing board. Founded long before the disastrous depression, the company flourished and managed to hold on, at least for a while, during some bleak years. Had it not been for a comparatively high cost and a few mechanical "bugs," the car might be a top production model today. Its revolutionary front-wheel drive, though viciously attacked by contemporary competitors, has proved itself to be most effective in the modern Citroen. The Cord was certainly years ahead in design. But a poorly planned production schedule resulted in a gradual decline that forced the company out of existence shortly after 1937.

It wasn't until the end of World War II that interest in the art of driving and automotive machinery began to stir once more in America. The automobile industry in Europe swung into full gear in an effort to restore a fallen economy. This increased European activity had a definite "reawakening" effect in America. Servicemen returning from the Continent had been used to seeing and driving sports cars such as the MG . . . and had been caught up in the feverous pursuit of driving for skill and speed. Europe needed capital and was only too happy to turn loose a flood of automobile trade across the Atlantic. Sports cars and racing found new life in a long-dormant American public.

Briggs Cunningham was one of the first to catch the "bug" and handle it with any degree of success. Beginning with two modified Cadillacs, Cunningham entered the LeMans in 1950. His showing was rather mediocre, but he was encouraged enough to set up a factory in West Palm Beach, Florida. Sparing no expense, Cunningham produced small numbers of very costly racing sports cars and a Gran Turismo car. The Cadillac engines were dropped in favor of some modified Chryslers,

and a tubular chassis and DeDion rear axle were added.

Cunningham scored many notable successes on the American tracks, but his best was not quite good enough against the European masters. Though Cunningham's attempts abroad were somewhat disappointing to the man, they provided invaluable impetus and experience to American drivers who would display their driving skills in the years to come.

It was in the early 1950's that America's largest producer of automobiles began experimenting with a car designed to fill the sports car void in this country. The car . . . Chevrolet's Corvette. Raised eyebrows of skepticism greeted the first production model in 1953. The public apparently had forgotten that America once had a respectable rating in the sports car field. And Corvette was about to prove itself as an effective reminder.

The early Corvettes were fast . . . fast enough to set themselves apart as belonging to a sports car class. In addition, their fiberglass bodies had the sleek, low lines of a sports car. Many of the first sales, in fact, were probably made simply because of the car's beauty. But Corvette was intent on making its mark on the racing world as well.

The SCCA rated the early Corvette as a Class C production sports car. A long string of racing successes and continual increases in engine displacement brought about a Class B rating a few years later. Corvette was still a racing neophyte, but already it was proving itself as a formidable opponent on the American track. Dealer-sponsored Corvettes were being entered in the world-famous races at Sebring, Elkhart Lake and Daytona Beach . . . and Corvette was consistently performing with the style of a champ.

Today, Corvette has established itself as the car to beat. The '62 model is the fastest, most powerful American production car in existence and has already moved up to an SCCA Class A rating. A recent victory over the new Jaguar XK-E at Riverside indicates that it may even be ready to challenge the Europeans on their own grounds.

The history of sports cars and racing in America is a long and colorful one. Cars have come and gone, drivers have attained fame and suffered for their efforts, but motoring for speed has come back as a most thrilling sport. It's a tradition-steeped heritage, and it provides an appropriate background for America's only true sports car . . . the Chevrolet Corvette.



CORVETTES IN ACTION

THREE DAYS OF RALLYING FUN... WINNEMUCCA STYLE

Four years ago, the late Berkeley Curtis conceived the idea of a sports car weekend in Winnemucca, Nevada. Since his untimely death in 1960, the residents of Winnemucca have carried on his work by welcoming sports car enthusiasts with open arms. The 1961 Five-State Winnemucca Rally was truly a fine memorial to a man who did much to further interest in competitive sports car driving.

Back around 1840, intrepid men following the lure of gold journeyed through Winnemucca, Nevada, in oxcarts. Last Memorial Day weekend, another band of adventurers traveled to Winnemucca, one hundred strong. But these people had replaced oxcarts with sportcars, and were following not the lure of gold, but one equally strong... sports car competition. The event was the 4th Annual Five-State Winnemucca Rally, sponsored by the Humboldt County, Nevada, Chamber of Commerce and the Northern California Corvette Association. The three-day affair included a rally, a 2-mile sprint, an autocross and a Concours d'Elegance.

The rally portion of the Winnemucca weekend began Friday night, with each entrant starting from his own home town. The finish line was the Winnemucca City Plaza. The rallyists pulled in Saturday morning right on schedule, a few of them perhaps a little less solvent after stopping over in Reno Friday night. First, second and third place honors went to Boise, Idaho drivers Russell Fereday in an Alfa-Romeo Guilietta Sprint, M. B. Williams driving a Porsche, and Lewis Rolfe in an MG TD. The Portland, Oregon, Corvette contingent of Joe Korpiel, Chet McFallo, and

Dick Hammond took home awards for the longest distances traveled... each logged over 500 miles.

After a thorough tech inspection, Saturday night provided party and relaxation time for most of the entrants. Some tried their luck at gambling... others just socialized. One driver really made it an unforgettable weekend by getting married! But Mike Tsirlis of San Francisco spent his evening scouting around town for an aluminum welding expert. He was up all night repairing a cracked transmission case... and his diligence paid off the next day.

Sunday was race day. The 2-mile sprint was run over an L-shaped course featuring assorted curves and a 5,000-foot straight that permitted maximum r.p.m. in fourth gear. The cars were divided into classes on the basis of overall design characteristics with special classes for the ladies. Scoring was based on elapsed time, plus a 3-second penalty for each pylon knocked over. "Midnight" Mike Tsirlis not only piloted his Corvette to first place in Class B, but also won the overall trophy, clocking 1:41.9. California Corvette drivers Allan Anderson and "Red" Faris placed second and third in Class B. Corvettes also took top honors in Classes A and C, and swept all 3 places in the Class I ladies' competition.

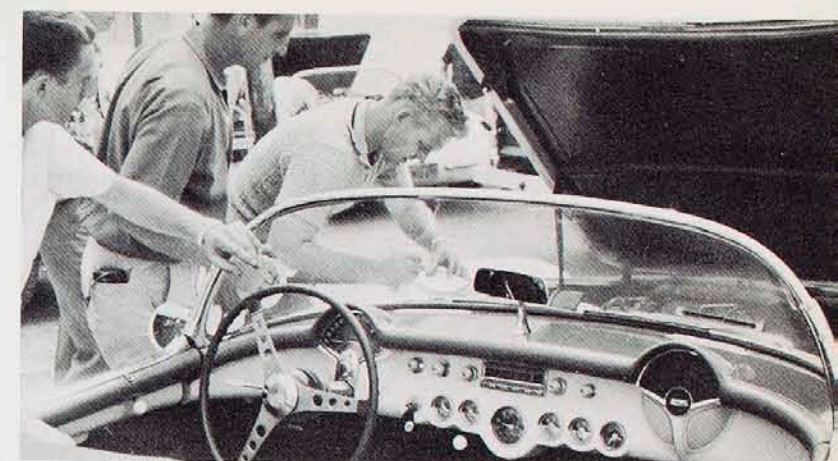
The autocross was run over a short, tightly twisting course laid out at the local airport. The same class breakdown and scoring methods were used. When it was all over, Tsirlis had again won the Class B and overall trophies. You just can't keep a good man down! Other Corvette drivers took second and third



in Class A, and made it a clean Corvette sweep in Classes B, C, and I.

Right after the autocross, the contestants went to work cleaning and polishing for Monday's Concours d'Elegance. First place in the white-glove inspection went to Jerry Scheberies' sparkling AC Ace. Harmon Holverson was runner-up with his Aston-Martin DB 3, and Jerry Haakenstad's modified Corvette placed third.

Late Monday afternoon, the tired but happy hundred started their engines and headed for home. As they left the Humboldt River Valley and their fabulous week-end behind, it's a sure bet that some thoughts had already turned to next year's trek to Winnemucca.



CHEVROLET TROPHIES GO TO CORVETTE CLUBS COAST TO COAST

By now, most of the 1961 Chevrolet trophies given to Corvette Clubs across the country have probably been presented to some of America's outstanding Corvette Club members. It happens this way: each year Chevrolet donates a handsome trophy to every club listed in the directory of the last issue of the CORVETTE NEWS for the current year. Individual clubs are free to award this trophy to a deserving club member on any basis decided upon by the club. Selections might be based on service, driving skills or all-around contribution to the club.

This year's trophy consists of a gold-plated miniature 1961 Corvette mounted on a finely polished wood base. A gold plaque on the base is left blank for an appropriate inscription honoring the recipient. It's an elegant award designed to encourage active participation by each member of the club... one that every Corvette enthusiast would be proud to win.

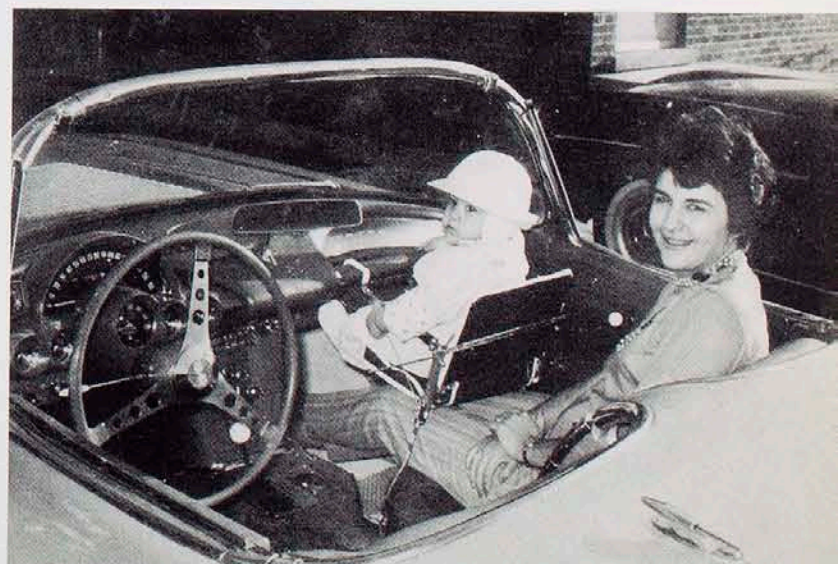


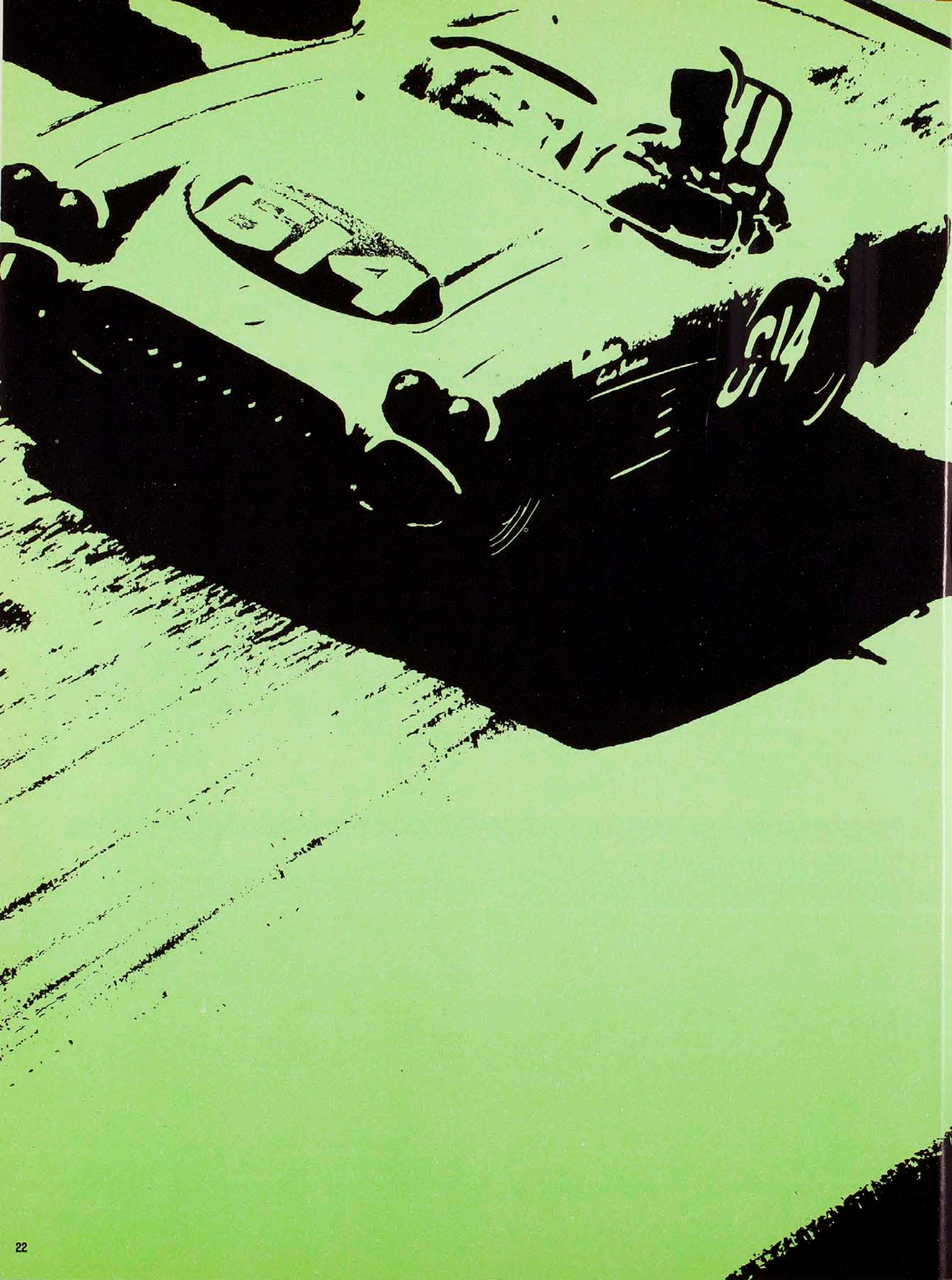
... AND BABY MAKES THREE

Tiny sportster Michael Jonas looks pretty comfortable in his custom-built Corvette baby seat... and it's a good thing, too. Mike has traveled some 3,000 miles in his portable seat with his parents Mr. and Mrs. H. G. Jonas of Oak Park, Michigan.

Necessity literally proved the mother of invention when Mike's arrival to the Jonas household posed the problem of how the family Corvette could be used to provide transportation for three. Mr. Jonas used his ingenuity and mechanical skill to come up with the seat pictured here.

Designed for safety, as well as comfort, special seat belts hold Mike and the seat in place on sudden stops. The seat tilts back and has a detachable head rest which lets the small tourist catch some shut-eye on longer trips. Meanwhile, Mom can relax too. Seems like a pretty soft way to travel. How 'bout it, Mike?





MY CALIFORNIA HUSTLER

EDITOR'S NOTE: WITH CALIFORNIA TEEMING WITH SPORTS CARS OF ALL KINDS, IT ISN'T UNUSUAL THAT A NUMBER OF EXCELLENT SPORTS CAR DRIVERS WOULD DEVELOP THERE. BUT WHEN BOB BONDURANT, A TRANSPLANTED ILLINOISIAN, MAKES A NOTICEABLE MARK FOR HIMSELF IN CALIFORNIA SPORTS CAR CIRCLES, HE HAS TO BE PRETTY ADEPT. BOB'S DRIVING LED TO A WESTERN DIVISION SCCA CHAMPIONSHIP IN 1959. INTERESTINGLY ENOUGH, BOB STARTED HIS CAREER ON TWO WHEELS—AN INDIAN SCOUT MOTORCYCLE—AND NOW PILOTS A 1962 CORVETTE ■

BY BOB BONDURANT

When you race motorcycles, many people will think you are crazy. When you compete in dirt track competition, even some of the "bike" pros will say that there isn't much doubt concerning your sanity. However, I began my racing back in 1952 on an Indian Scout motorcycle, racing as a Novice in Class C—dirt track. Although my efforts were rewarded by finishing third at the conclusion of the '52 season, I decided to hang up the goggles and put my jacket away.

I was able to resist the racing "call" until I went to a sports car race at Santa Barbara early in 1956. The result of watching this one race was an acute case of "racing fever"—something I've never recovered from. The first "prescription" was one Morgan, entered in a March, 1956 race at Santa Barbara. I finished third overall and third in class that first race. It was enough bait to lure me into the trap. I campaigned the Morgan the rest of the year. In 1957, Nick Pastor wanted me to drive his red-hot modified Triumph TR-3 for him. The success with that was limited, placing second and third in class, usually against some pretty warm Ferraris, Maseratis, and other Class E-Modified machines. I bought a red 2.6 litre Ferrari which I sold after a few races because it wasn't fast enough. Incidentally, this same Ferrari was used in filming the picture, "The Racers."

In '58, I bought my first Corvette—a 1957 with the 283-hp Fuel Injection engine, 4-Speed, Positraction and other goodies. At Santa Barbara, my first race in the Corvette was a rather memorable one. I was keeping

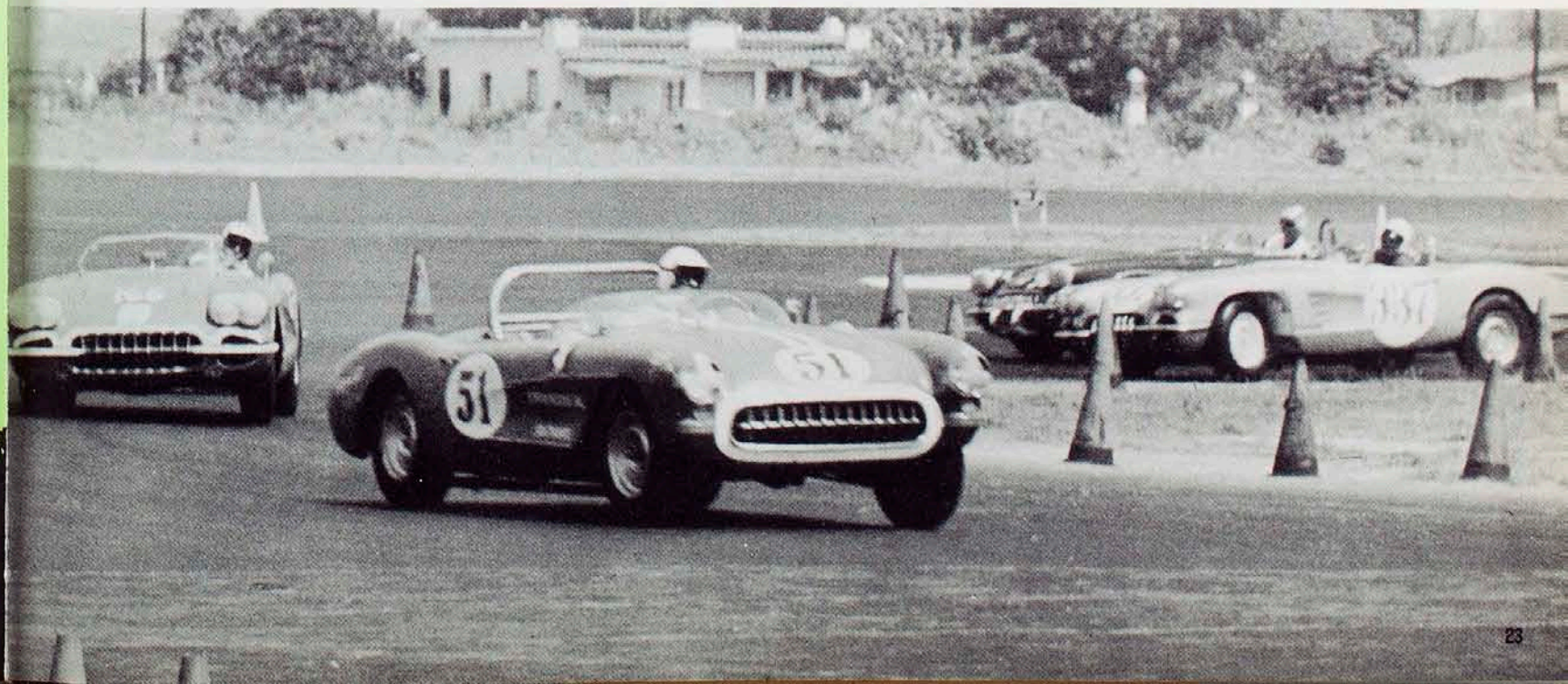
fourth spot warm for a few laps when I decided to "turn on" and see what the 'vette would do. I passed Skip Hudson (who was driving his inaugural race, also) and Tony Settember and took out after Bob Dixon who was leading. I caught up to him at the end of the long straight—on the outside—and didn't slow sufficiently to make Turn 6. Result: a sensational spin from Turn 6 clear to Turn 7, dropping me back quite far. I did manage to regain fourth position, however, where I finished the race. On Sunday, I finished second in the B-Production race.

We then went to Hourglass Field in San Diego where I won my first race in the Corvette. The car was extremely fast. We set lap records at Hourglass and also at Del Mar a few weeks later.

We continued into the 1959 season with our '57 Corvette and, in nine months of racing, we won all but three races we entered with this car. During a race at Del Mar, I broke the course record and held it all year. At that time, one of the hottest Corvette drivers was Andy Porterfield, and we locked horns with him in the 1959 Examiner Grand Prix at Pomona, California. After a heated battle for top spot, I finally passed Andy on one of the fastest turns on the course and streaked across the finish line to take the checkered flag ahead of him. It was quite a thrill to win B-Production that day.

One of our greatest triumphs came later in the season at Riverside Raceway. Jim Jeffords, leading National Point Champion, had come from Chicago and was unbeaten at the time. During qualifications on Saturday,

SANTA BARBARA '59—ANOTHER FEATHER IN BONDURANT'S WINNING CAP.





BONDURANT AND #614 TAKE PEDRO RODRIGUEZ IN THE #8 TURN AT RIVERSIDE.

the hot California weather gave us overheating problems. Jeffords won the pole position and, as a result of perking water in the radiator, I wound up in the fourth row. After the start, I moved up to third place on lap three. By lap five I was catching Big Jim Jeffords! On the sixth lap I drove deeply into turn nine, braked savagely and passed him! From then on, my '57 Corvette steadily pulled away from Jeffords, and pulled me to a very satisfying victory. The radiator? No trouble during the race!

Soon after this event I moved into a '59 Corvette—equipped for competition. The car belonged to Paul Masse, and we enjoyed further successes with it for the balance of the season. In fact, 1959 was a great year for me; we won both the West Coast SCCA Regional Championship and "Best Corvette Driver" trophy. These trophies have front row center spots in my collection.

In January, 1960, I entered Paul's car in the SCCA National Races at Palm Springs. Also entered were Tony Settember and Vince Mayell in their Corvettes. When the flag dropped, we three stormed off into the first turn almost as one. During the race, Vince, Tony and I traded first place a number of times. Tony and I spun off twice during the race and let Vince take the lead. It was through some very pressing driving that I finally caught Vince Mayell on the last lap and beat him to the checkered flag by one whole car length! Later, we went to Willow Springs, California, and set a new lap record.

Shelley Washburn, a Santa Barbara Chevrolet dealer, asked me to drive his '59 Corvette for him. It was a beauty—and had a beautifully tuned '61 engine developing 315 hp. This car, number 614, was soon to make its

mark on the circuits.

At Santa Barbara, in 1961, we set another new lap record. At Pomona, California, we set both a new lap record and a race record. Number 614 was traveling! A word here about Shelley Washburn. He's one of the most enthusiastic Corvette owners I've ever seen—he's what you might call a Corvette owner's "super-enthusiast"! Shelley is a great guy to work with and drive for, and I can truthfully say that we had one of the best one-car teams around. Bob Joechnck is one of the finest mechanics that you'd find anywhere—certainly the most thorough craftsman I've been associated with. We got along just fine—winning seven out of nine races together (with no DNF's) which shows how a close-knit team and car can get top results.

We decided to go after bigger stuff—B-Modified. Out came the '61 engine for a bore and stroke job to open it up to 340 cubic inches. In went new pistons and a "stroker" crank, special valves, valve springs, aluminum clutch—the works. We kept stock ignition, cam and the injector. Out of the body came 200 pounds of dead weight. On went those beautiful cast magnesium wheels. With some spirited, though midnight-oil burning work, we readied the car for its debut at Riverside. To our dismay, we soon found that Bob Joechnck's wizardry had worked too well—we simply had too much horsepower for our brakes! We were running ceramic-metallic linings with the finned drums, but even these had problems and we weren't able to qualify for the feature race. However, we did run a "consolation grudge" race with other notable cast-offs including Roger Penske in his Cooper Monaco, Augie Pabst in his V-12 Maserati

"Birdcage" and Pedro Rodriguez driving one of the 3-litre sports-racing Ferraris with rear-engine styling and front-engine mounting.

With this field of \$10,000 to \$18,000 machinery, we stormed and braked our way to a very respectable 6th-overall finish. For the first time out, this was a creditable showing. Later, at Laguna Seca, we qualified #614 at the lap record set by the original Chev-engined Scarab 1.

We went back to Del Mar in December, 1961 to drive a '62 Corvette for Don Steves Chevrolet. Saturday's performance gave us an idea of the '62's potential. We took first overall and first in class in the production race and broke the lap record for production sports cars. On Sunday's race, we were thrown in with the modifieds—Ferraris, Porsche Spyders and assorted Corvette specials—as well as production Corvettes. We won our production class, finished second overall and again broke the lap record—this time by two full seconds!

The performance of this '62 was incredible. We lapped the second-place 1961 Corvette on Sunday and blew off all but one of the modified cars. The handling and braking felt better to me and the extra cubic inches plus injector gave the acceleration a tremendous wallop. We plan to continue driving this '62 for Don Steves during the balance of 1962. If the Del Mar performance is any indication of potential, Corvette will be very hard to catch all year.

DRIVER BONDURANT AND OWNER MASSE WEARING VICTORY SMILES AT PALM SPRINGS, 1960.



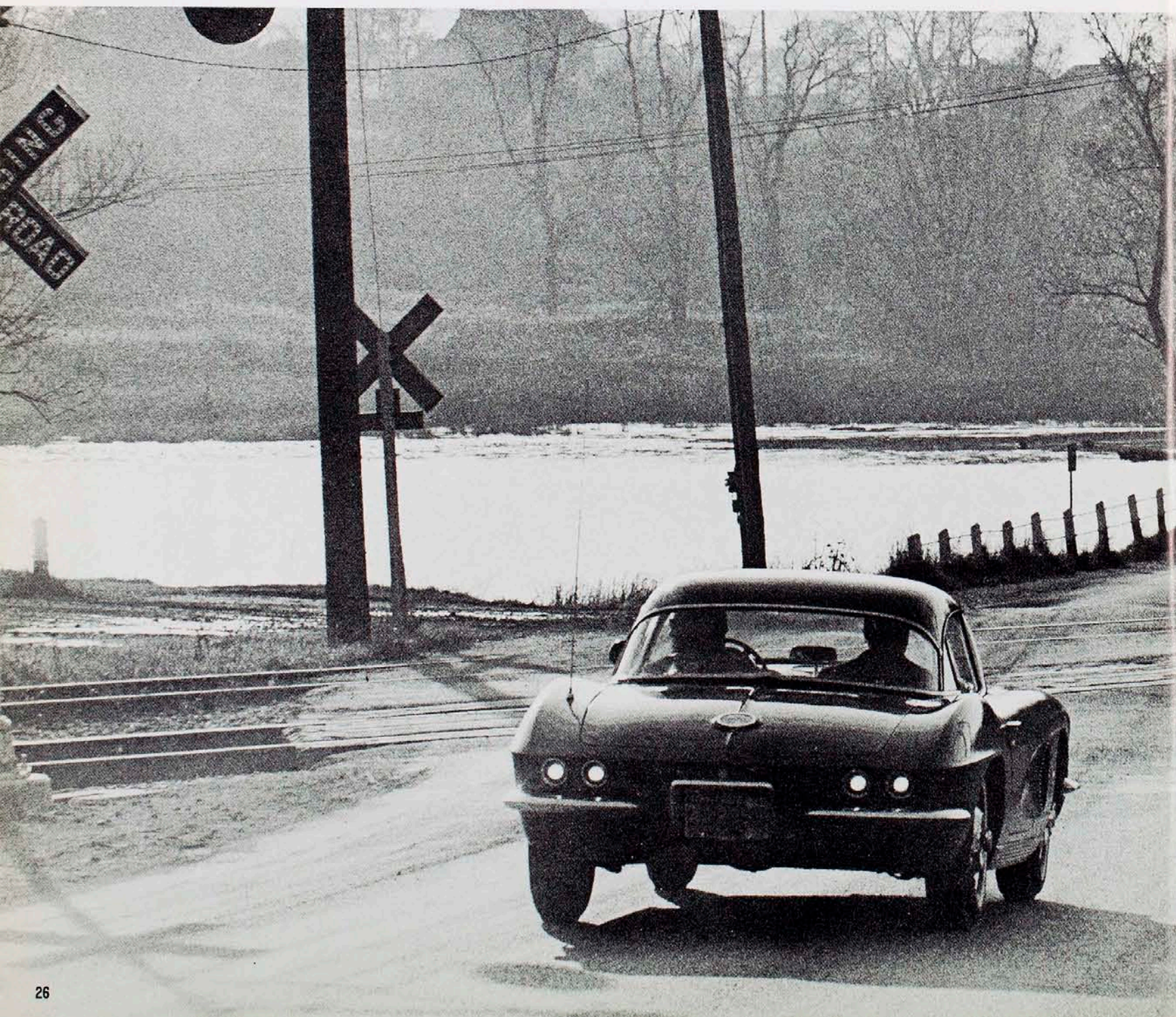
BLAZIN' BOB PREPARES TO CHALLENGE RIVERSIDE'S #7 TURN IN THE TIMES-MIRROR GRAND PRIX.



the instructions said:

"PRESS-ON-REGARDLESS"

(and they did...for 22 hours!)



The meaning of the word "perseverance" took on new significance to some 16 driver-navigator teams in the "Press-On-Regardless" Rally held November 4 and 5, 1961. Sponsored by the SCCA Detroit Region, this event saw contestants from America and Canada pit their skills against clock, road and "sandman" in an endurance run that covered over 900 miles of Michigan's trickiest back roads and highways. Following the pattern of Canadian Auto Sports Club national rallies, the POR Rally was designed as a test of driving ability and endurance... and a grueling test it was!

A bright, autumn sun was just beginning to nod a little as the first car left the starting line at the Oakland County Sportsman's Club in Waterford, Michigan. It was 3:30 p.m. Saturday afternoon, the sky was clear and the air brisk. The soft golden hues of the leaves lent an air of serenity to the atmosphere which seemed incongruous with the high-pitched excitement circulating among the eager rallyists.



LISTEN UP MEN... CHAIRMAN SCOTT HARVEY'S GIVING THE STRAIGHT DOPE ON THE ROUTE.



THEY CALL THIS A BUMP?... WAIT'LL THEY SEE WHAT COMES LATER.

MAKE IT FAST FELLA, WE'RE IN A HURRY!





JUST WHEN YOU DON'T EXPECT IT . . . ANOTHER CHECKPOINT.

WELL, AT LEAST THEY DIDN'T SEND US THROUGH THAT SWAMP.



One by one, the cars made their roaring exit from the club parking lot, down the dirt road to the main highway and off on their sleepless trek. First, was a powerful 1962 Corvette . . . two minutes later, a sleek Porsche . . . next a droning Triumph Herald . . . and so on, until 16 cars with their crews were on the road, ready for the thrills and keen competition ahead.

Almost immediately, the route took drivers off the main road and onto a series of winding gravel trails to the small town of Davisburg. Average speed . . . 40 m.p.h. Carefully weaving their way over narrow roads barely large enough for a full-size automobile, the rallyists passed a party of hunters, undoubtedly surprised at seeing so many cars traveling along a road which was usually deserted.

A bright red check point flag suddenly appeared by the side of the road. Drivers pulled over, raced to the waiting official (a pace which tended to slow down somewhat as the evening progressed) and signed in. Times were recorded to the nearest minute, and without delay, the cars were off on the next leg.

Skirting Flint and Saginaw, the instructions allowed 100 minutes to reach Standish. The route was optional, but every navigator ordered U.S. 23—a super highway where minutes previously lost on the back roads could be made up without difficulty. Posted speed signs limited the drivers to 70 m.p.h., and it's a pretty sure bet that not many fell below the maximum.

A few miles short of Standish, the sun bowed out in a brilliant array of color. Rallyists now had the added problem of watching for road signs after dark. The headlights came on, and the night-driving portion of the POR Rally began.

Standish provided time for a 15-minute gas stop, and rallyists made the most of every second. Stations near carry-out restaurants proved most popular as hungry crews collected small stock-piles of food for the long night ahead. Invariably the orders turned out to be candy bars, coffee and burgers to go.

The pace was again hurried as the cars began to leave Standish for the north. First came wide open highway. Then, a sharp turn and some 25 miles of backwoods driving. Twisting and skidding, Corvette and Volkswagen alike forged ahead on roads lined with seemingly impenetrable forest. Speeds were listed at 40 m.p.h., and determined crews were bent on holding the average. The throaty sounds of their engines could be heard at some distance as they rapidly drew closer to another flare-lighted check point.

Pressing west . . . then north . . . then west again, the still enthusiastic crew went through Oscoda, Montmorency and Cheboygan counties on their way toward Harbor Springs and the notorious "Nightmare Alley." Well known to drivers in the "Michigan Miglia," the Alley is a stretch of snake-like road that winds its way along the shore of Lake Michigan. Though paved, the sharp curves and bends invite any disrespectful motorist to a bout with an immovable wall of trees. The time was approximately midnight. The speed . . . an average 44.8 m.p.h.! It isn't likely that participants will forget this action-packed ride for some time to come.

Mackinaw City and a short gas stop in Cheboygan passed quickly, and it was time to head south. Exactly 31 minutes to reach Wolverine, and another 29 to Boyne City. There were no cheering spectators, just sleeping

towns and endless roads as the participants drove steadily on toward a scheduled breakfast date in Mio.

At 4:14 a.m., they began to arrive. Crews straggled into the Mio restaurant, stretched weary muscles and relaxed with heaping plates of ham and eggs, toast and coffee. The steady buzz of conversation naturally turned to the night's experiences. "How'd you do on the Alley?" "Almost missed that darn check point." "We're just a minute and 23 seconds off so far." The signs of fatigue

one final gas stop and a hurried bite to eat. Then came the homestretch.

It was a tired, but self-satisfied, group of men that crossed the finish line just outside of Waterford on Sunday afternoon. Of an expected 24 hours, the rally had run 22. Understandably, no one complained. A few comments were exchanged, possible results discussed, and it was time to hit the sack for a good day's sleep.

Some two weeks later, the rallyists reconvened at the

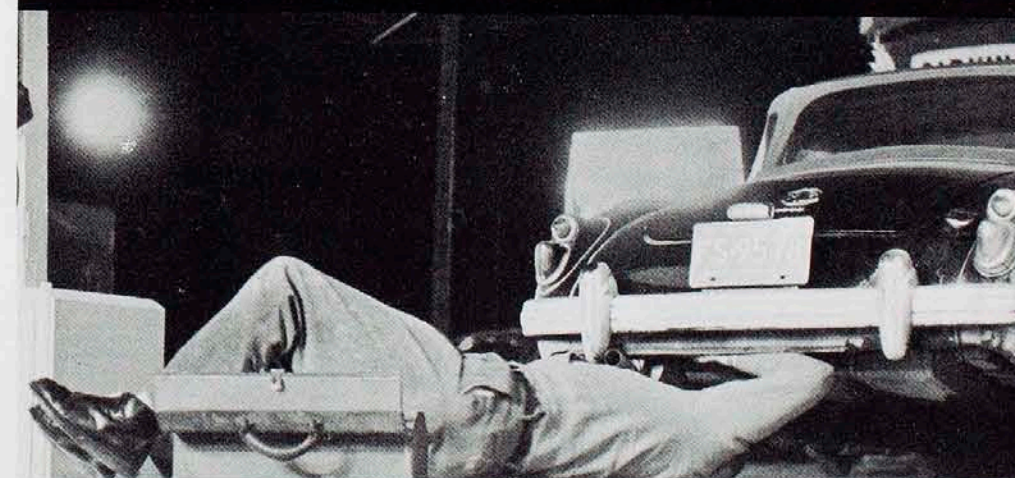


HEY, THIS ROAD'S NOT EVEN ON THE MAP.

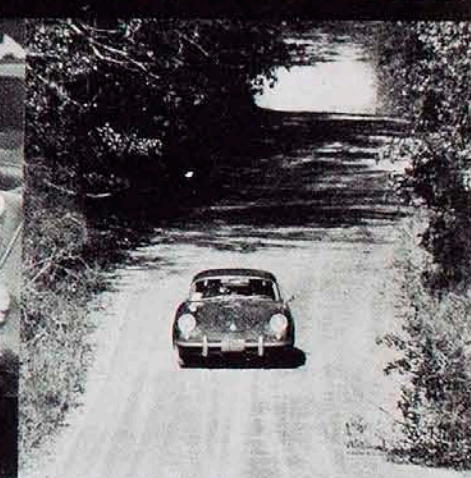


TALK ABOUT A GLASSY STARE OVER THE BREAKFAST TABLE . . .

HERE'S ONE WAY TO GET TO THE BOTTOM OF A PROBLEM.



STEP ON IT . . . THERE'S A NICE, SOFT BED WAITING AT HOME.



were beginning to show, but some eight hours still remained until the finish. The men were ready to go.

The sky was just beginning to show faint signs that the sun might soon make an entrance. The cars and crews resumed their journey, and as they passed by Higgins Lake, the warming rays heralded the new day. They were almost home.

Gradually, wooded areas became open farm lands, and the roads were easier to follow. Bearing south, the route led drivers by Gladwin, Harrison, down the middle of the state and east to St. Charles. There was time for

Bonnie Brook Country Club. This time it was to reap the fruits of their motoring efforts. The drone of chatting participants quieted as the trophy winners were announced. First place . . . a team of veteran rallyists, Dick Dittus and Bill Wells, who drove a Porsche. Second . . . Corvette drivers Trant Jarman and Bob Knoll. And in third place . . . a Volkswagen team of Jack Stoltz and Jack Norland. All other finishers received their plaques, and the 1961 "Press-On-Regardless" Rally was recorded in the history books as another successful Detroit Region SCCA event.

ANYTHING NEW AT YOUR CLUB? THE EDITORS OF THE CORVETTE NEWS WOULD LIKE TO HAVE INFORMATION AND PICTURES OF YOUR NEWSWORTHY CLUB EVENTS. PLEASE SEND THIS DATA TO CORVETTE NEWS, 205 GENERAL MOTORS BUILDING, DETROIT 2, MICHIGAN.



Information included in this roster was up to date at the time of printing. When your club elects new officers or changes its address, it would be appreciated if this information were forwarded to the Corvette News. If your club is not listed, please notify the Corvette News, 205 General Motors Building, Detroit 2, Mich.



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Corvettes of Southern California
Frederick T. Von Seeth
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Redondo Beach, California

Corvette Owners Club of North Hollywood
Eve Malsberger, Corres. Secretary
5942 Tujunga Ave.
North Hollywood, California

Northern California Corvette Association

Jack Riis, President
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Oakland, California

Corvette Club of Pasadena
Charles O. Mather, President
c/o Frances Benya, Secretary
949 Palm Terrace
Pasadena, California

Corvette Owners Club of San Diego
B. C. Perkins, President
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Poway, California

San Bernardino Corvette Association
Mrs. Jeanine Smith, Secretary
808 N. F St.
San Bernardino, California

Sempervirens Corvette Club
c/o Mrs. Gloria Ghera, Secretary
865 8th St.
Arcata, California

Valley Vettes
Tom Hamlin, President
14116 Valerio
Van Nuys, California

Corvette Super Sports
John Knowland, President
c/o Don Steves Chevrolet
401 West Whittier Blvd.
La Habra, California

Camino Corvettes
Terry McHenry, President
438 Montclair Drive
Santa Clara, California

All-Star Corvettes
Hagop Youkoudjian, President
P. O. Box 74636
Los Angeles, California

COLORADO

Corvette Club of Colorado
Louis L. Lilly, President
5600 Clay St.
Denver 21, Colorado

Continental Corvette Association
Gary L. Faye, President
1200 Pearl St., Apt. 108
Denver, Colorado

CONNECTICUT

Thames Valley Motor Sports Club
Edward R. Eberle, President
P. O. Box 227
New London, Connecticut

Western Connecticut Corvette Club
Vincent O. Palladino, President
Mrs. Georgina Hendrick, Secretary
Waterbury Road
Prospect, Conn.

The Connecticut Corvettes

Miss Ann Stamm, Secretary
27 Pleasant Street
Middletown, Conn.

DELAWARE

Northern Delaware Corvette Club
Walter D. Marvel, President
17 Franklin Ave.
Claymont, Delaware

Corvette Club of America

Mrs. Ruth Shenton,
Corres. Secretary
Box 5846
Washington 14, D.C.

FLORIDA

Corvette Club of Miami, Inc.
John A. Gintoli, President
620 N. W. 62nd St.
Miami, Florida

Corvette Club of Central Florida
John H. Powell, Jr., President
1539 Normandy Way
Leesburg, Florida

GEORGIA

Atlanta Corvette Club
James R. Wilson, President
3986 Ashford Dunwoody Rd.
Atlanta 19, Georgia

Corvettes of Macon
Jack Thomas, President
6474 Hawkinsville Rd.
Macon, Georgia

IDAHO

Idaho Corvette Association
Don Dillard, President
1114 North Seventh St.
Boise, Idaho

ILLINOIS

Chain-O-Lakes Corvette Club
Dick Kerr, President
913 Woodland Terrace
Grandwood Park
Gurnee, Illinois

Chicago Corvette Club
William Burda, President
234 South Prospect
Clarendon Hills, Illinois

North Shore Corvette Club
H. Vaughn Ryan, President
3607 Hillside Rd.
Evanston, Illinois

Mid-West Corvettes
Robert C. Crane, President
c/o Lloyd A. Coopmans, Secretary
2125 16th Street
Moline, Illinois

Corvettes of Peoria
Bill Bambrick, President
519 W. Lawndale
Peoria, Illinois

Corvette Clique
Miss Susan Soukup, Secretary
64 Rose Place
Clarendon Hills, Illinois

INDIANA

Calumet Corvette Club
Mike Sekulich
J. B. Shaver Motors, Inc.
3600 Broadway
Gary, Indiana

Michiana Corvette Club
Carl Long, President
1630 S. Twyckenham Dr.
South Bend 14, Indiana

Tri-State Corvette Club
John E. Whalen, President
112 W. Louisiana Street
Evansville, Indiana

Muncie Corvette Club

Joann Hever, President
Burlington Dr.
Muncie, Indiana

Venturing Vettes

Miss Danny Foster, Secretary
501 South Mulberry St.
Farmland, Indiana

Indianapolis Corvette Club
Frank Hash, President
1124 North Broadway
Indianapolis, Indiana

Wabash Valley Corvette Club
c/o Downtown Chevrolet Sales
120 N. 8th
Big Lot 11th and Wabash
Terre Haute, Indiana

KANSAS

Horsemen Corvette Club
Roger Kilborn, President
2534 Wilma
Wichita, Kansas

KENTUCKY

Kentuckiana Corvette Club
V. V. Cooke, Jr.
961 S. Third Street
Louisville 3, Ky.

LOUISIANA

Creole Corvette Club
E. G. Dunn, President
P. O. Box 5696
221 Traffic Street
Bossier City, Louisiana

MARYLAND

Corvette Club of Baltimore
W. Earle Kroneberger, President
3612 Forest Garden
Baltimore 7, Maryland

MASSACHUSETTS

Corvettes of Massachusetts
Frederick W. Evanson, President
21 Lincoln St.
Melrose 76, Mass.

Corvettes of Western Massachusetts
Stevenson Doake, President
555 Holyoke Road
Westfield, Mass.

MICHIGAN

Corvette Club of Michigan
Richard Wolf
26851 Evergreen
Southfield, Michigan

Capital City Corvette Club
James P. Hoppin, President
P. O. Box 146
Lansing 1, Michigan

Kalamazoo Corvette Club
Tom Koets, President
1019 Cobb Avenue
Kalamazoo, Michigan

Corvette Club of Battle Creek
Jerald C. Woodbury, President
144 La Mora Ave.
Battle Creek, Michigan

MINNESOTA

Corvettes of Minnesota
David Banghart, President
5134 Richmond Drive
Minneapolis 24, Minnesota

MISSOURI

Corvette Club of Kansas City
Sam R. Snoddy, Jr., President
10116 Maple Drive
Overland Park, Kansas

Corvette Club of St. Louis
Gary W. Wilson
5738 Winona Ave.
St. Louis 9, Missouri

South St. Louis Corvettes, Inc.

Thomas L. Padberg, President
5437 Goethe
St. Louis 9, Missouri

NEBRASKA

Cornhusker Corvette Club
Shirley J. Gorsuch, Secretary
12438 So. 28th Street
Omaha 47, Nebraska

NEVADA

Corvette Club of Las Vegas
James H. Phillips, President
2016 East Charleston Blvd.
Las Vegas, Nevada

NEW JERSEY

Corvette Club of Delaware Valley
William B. Kamps
286 Edsam Avenue
Pitman, New Jersey

Corvettes Unlimited of New Jersey
Ken Anderson, President
P. O. Box 675
E. Orange, New Jersey

Corvette Sports Car Club
Henry Steinman, Vice President
2215 Pine Terrace
Scotch Plains, New Jersey

The June Corvette Club
Marilyn Lance, Secretary
619 New Brunswick Ave.
Perth Amboy, New Jersey

NEW YORK

Thundervettes Sports Car Club of America
Richard E. Gerhardt, Secretary
70 Jayson Ave.
Great Neck, Long Island, New York

Long Island Corvette Owners' Association (LICOA)
G. T. Reynolds, Jr., President
306 West Merrick Road
Merrick, Long Island, New York
PHONE: FR 8-9026

Northeastern Corvette Owners' Club
Joseph E. Nichols, President
Nichols Notch—P. O. Box 245
North Creek, New York

The Rochester Corvette Club
John Campbell, President
2415 East Ave.—Apt. 2
Rochester, New York

Western New York Corvette Club
c/o Carl Fredrickson
40 Marvin Court
Hamburg, New York

Hudson Valley Corvette Club
Peter Hardin, President
Red Hook, New York

OHIO

Tiretown Corvette Club
Harvey Schneier, President
Fred Kirsch, Secretary
1309 Forest Glen Drive
Cuyahoga Falls, Ohio

Buckeye Corvettes
Vivian Geltz, Secretary
800 N. Market
Canton, Ohio

Queen City Corvette Club
Ray J. Frank
2184 Ebenezer Rd.
Cincinnati 38, Ohio

Corvette-Cleveland
Henry A. Dimick, President
2381 Overlook Road
Cleveland Hts. 6, Ohio

Central Ohio Corvette Club
David B. Shelby, President
2609 Coventry Rd.
Columbus 21, Ohio

Tri-County Corvette Club

Paul R. Pell, President
1135 Briarwood Drive
Hamilton, Ohio

Corvettes, Inc.
Robert Wagner, President
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Millbury, Ohio

OKLAHOMA

Oklahoma Corvette Club
Mrs. Mary Kay Leslie, Secretary
122 S. W. 6th Street
Oklahoma City 4, Oklahoma

Tulsa Corvette Club
Scott Meadows, Secretary
2743 1/2 East 5th Place
Tulsa, Oklahoma

OREGON

Corvettes of Oregon
Richard Hammond, President
1635 N. E. Sandy Boulevard
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PENNSYLVANIA

Schuylkill Valley Corvette Club
Mrs. George Seiler, Secretary
Star View Farm
Auburn, Pa.

Corvette Club of Western Pennsylvania, Inc.
Ross M. Harris
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SOUTH CAROLINA

Corvette Club of Greenville, S.C.
Bill Pickelsimer, President
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Greenville, S. C.

TEXAS

Corvette Club of Texas
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7155 Wildgrove
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San Jacinto Corvette Club

Harry Green, President
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P. O. Box 1031
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UTAH

Corvette Club of Utah
Paul Cummings, President
1208 South 13th East
Salt Lake City, Utah

VIRGINIA

Corvette Club of Richmond
Dorothy G. Clark, Secretary
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Richmond 30, Virginia

WASHINGTON

Pacific Northwest Corvette Association
Jim Gray, President
9208 17th Ave., S.W.
Seattle 6, Washington

WISCONSIN

Wisconsin Corvette Club, Inc.
Russ Townsend, Secretary
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3419 W. Wisconsin Ave.
Milwaukee, Wisconsin

Wisconsin Corvette Club, Northeast
Miss Bonnie Schabow, Secretary
221 E. Beaupre St.
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