

CORVETTE NEWS

VOL. IV
NO. 1

THE CORVETTE OWNERS' MAGAZINE



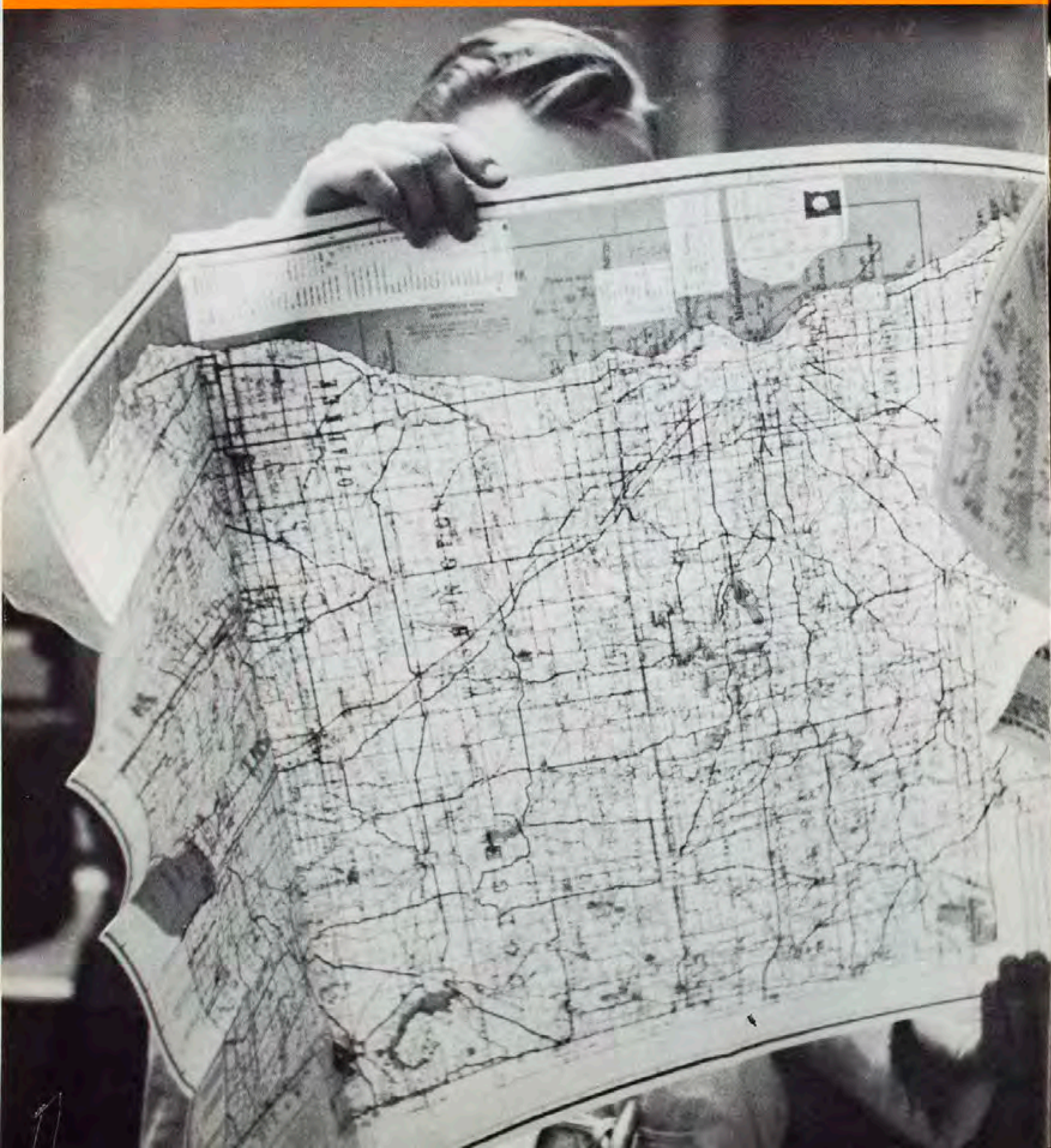
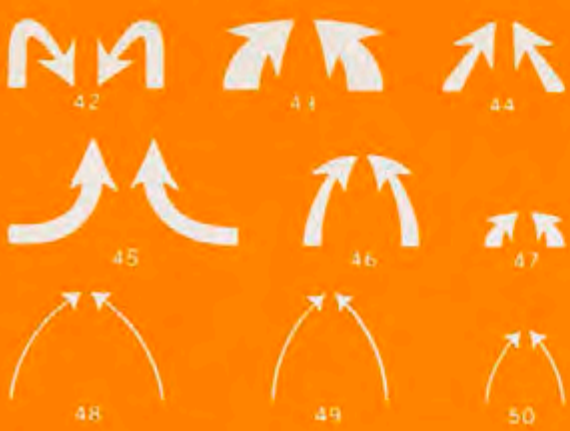
ANNUAL

FROSTBITE

500

PAGE 4

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VOLUME 4
NUMBER 1

CORVETTE NEWS



PUBLISHED FOUR TIMES A YEAR

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On pages 14 and 15 is a portrait of a Bugatti Royale. A limited number of copies of this drawing suitable for framing, are available. If you would like a copy for your own use, write to the CORVETTE NEWS, 205 General Motors Building, Detroit 2, Michigan.

The editors of the Corvette News would like to have information and pictures of your club events. Please send this to CORVETTE NEWS, 205 General Motors Building, Detroit 2, Michigan. Whenever possible, a schedule of events to be held in coming months would also be appreciated.

RALLY FOR THE RUGGED

Who's there, besides the foul weather . . . —Act III, Scene I, King Lear



GREAT LAKES SPORTS CAR CLUB PRESENTS THE

THIRD
ANNUAL

FROSTBITE

500

It is doubtful a more dedicated band of sports car enthusiasts exists than that which pushed off into the wintry Wisconsin weather for the 3rd Annual Frostbite 500 Rally. Consider the setting. It is early evening, February 20, 1960. A low pressure area has moved into Southern Wisconsin dumping a white blanket of snow six inches deep in many sectors. The temperature is a numbing 6° above zero. Driving bulletins report that scores of cars have skidded off roads and into ditches. The Milwaukee

Department of Street Sanitation has ordered its full force of 240 snow plows to hit the streets at 10 p.m., one-half hour before the Frostbite's Car Number One is to begin the rally. High winds promise to make roads impassable.

This should have been enough to dampen the enthusiasm of even the most rabid sports carophiles. One hundred and twelve Frostbiters were not impressed. "After all," as one coffee-clutching rallyist put it, "you can hardly expect a picnic when you enter something called the Frostbite 500, can you?"

At 9 p.m., when Co-Rallymaster Bob Stahl called for a drivers' meeting, only one of the 57 registered drivers had not yet arrived at the Express Freight Lines Building in West Milwaukee where the rally was to begin. Stahl went over the ground rules. The first car was scheduled to leave at 10:30 Saturday evening and to finish at approximately 4:30 p.m. the following day. Each car would be driven slightly over 500 miles in a continuous stretch of 18 hours. Frostbite planners wanted a rally that would demand endurance but not the cost of an overnight stop.





Drivers were requested to dig out road markers.

112 Frostbiters were not impressed.



Scenic Wisconsin Dells was not too scenic.

The usual request was made for safe, courteous driving, along with warning about train crossings and the speed of The Milwaukee Road's great Diesel, the Hiawatha. Common enough rally fare. But the final request gave the Frostbite 500 its true identity. Drivers were requested to dig out road markers buried by the fast piling white stuff.

Checkpoint #1 was a roadhouse/gas station outside Portage, Wisconsin, some 120 miles northwest by secondary roads. Ordinarily the distance would require about three hours. Several cars took almost twice that time. At the cost of one penalty point per late second, it was possible to be 10,800 points in arrears after the first 120 miles. And that's the way it could have gone.

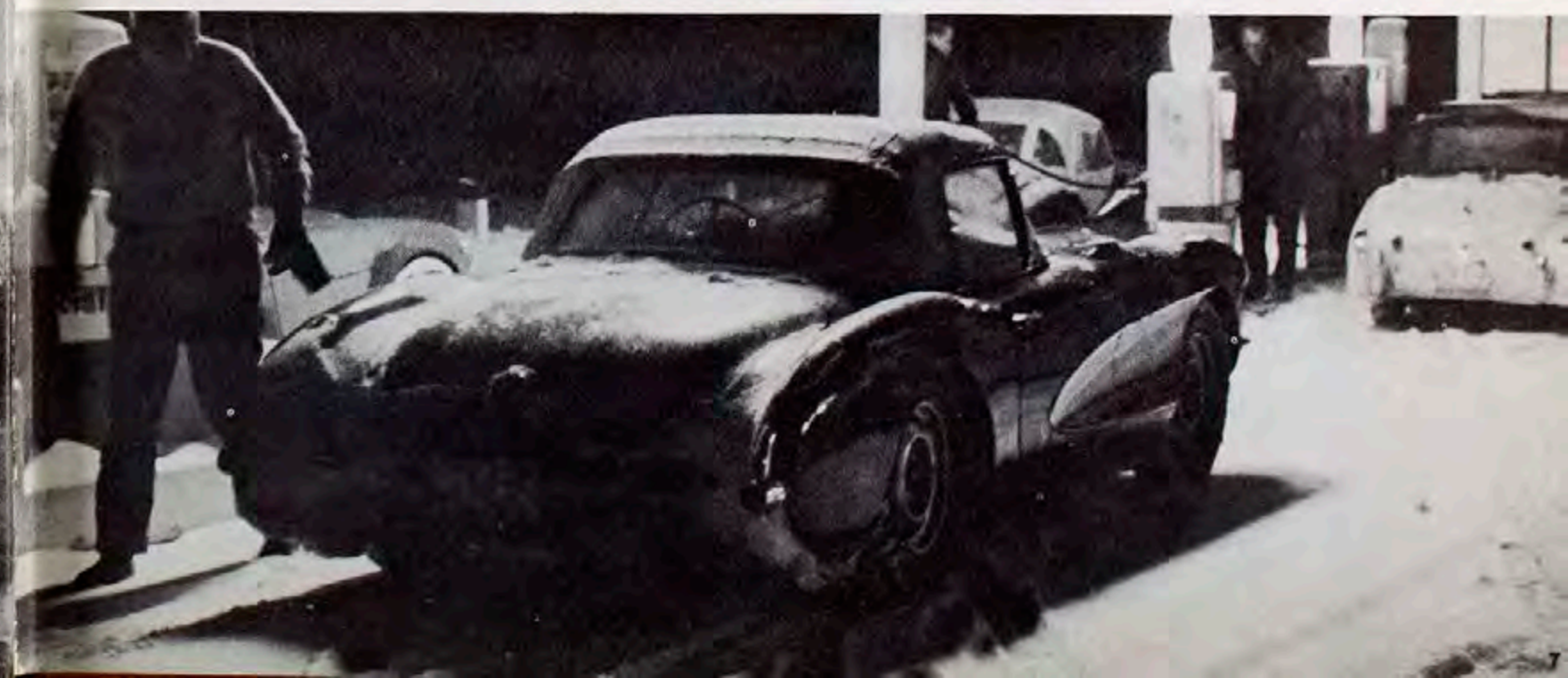
But experienced rallymasters Stahl and Paul Clymer had not spent over 200 man-hours driving 8500 miles to let a little snow turn the rally into a fiasco. They made

quick and heady calculations to reduce average running times 10 per cent and all but threw out the first-leg scores. From then on the roads got worse but the drivers got better.

Aided by Bruce Schättchneider, the rallymasters had selected some of the finest rallying country in the Midwest. After the Portage Checkpoint, the route led through the scenic Wisconsin Dells and along the Wisconsin River. It was much the same path lumbermen used to follow as they watched their logs float downriver. But no log dancer followed a more treacherous path than did the Frostbiters.

As day broke the route traversed what must be called Wisconsin's finest rallying terrain. It is called the Kickapoo Valley. Three hundred square miles of rugged, primeval country in the southwest section of the state, the Valley is roughly bordered by the Wisconsin and

No one was penalized for arriving at Checkpoint #1 early.



ANNUAL
FROSTBITE
 500



A constant battle with collecting snow and ice . . .



the last 100 miles were like taking a sled down a gravel hill.



"Disregard sign saying Road Closed."



After 16 hours some weariness.

Mississippi Rivers. It is a much smaller river, however, that makes the Kickapoo an exciting adventure.

The Kickapoo River is one of the crookedest rivers in the world. Snaking its way through the Valley it covers a distance of only 33 linear miles. Indians appropriately named the river, "The Crooked Water." Regardless of the snow, everyone enjoyed the drive. Steep hills and gorges and zig-zagging roads called for top driving. Everyone delivered. Navigators had their problems, too, because of the bewildering profusion of side roads so similar in appearance.

At the eastern tip of the Valley, in Richland Center, lay the next to last Checkpoint. After 400 miles and 16 hours there were some signs of weariness. This was no rest stop since most teams went to work removing hard-packed snow and ice from under wheel wells and hoods. Mounds of ice had restricted wheel movement and negated spring action. The last 100 miles was like taking a sled down a gravel hill.

Forty-six finishers—a tribute.



The rally ended 45 miles south of Milwaukee just outside of Whitewater. The F & A Steak Ranch never looked better to hungry people. It was midnight before the official results were posted but the announcement of the winners was no surprise. Two old pros had taken their consecutive Frostbite 500. Driver Dick Doyen and navigator Clay Gibbs had brought home their Corvette, accumulating only 167 total points for an astonishing performance. Equally astonishing was the fact that 46 cars had finished the rally. This was a tribute to those who had entered and to those who had planned the 3rd Annual Frostbite 500.



The roads got worse but the drivers got better.



Winners Doyen and Gibbs receive their award from Jackie Jensen, Miss Frostbite 500.



Miss Frostbite makes the victory official.

EDITORIAL NOTE:

“The following article tells how the Rochester Corvette Club began. The account is written in the words of Mr. Eugene E. LeDoux who, along with Al Frederick, was instrumental in starting the club. It is felt that many Corvette owners who are not now members of a club might like to use Mr. LeDoux's story as an example in organizing their own clubs.”

THE START OF A CORVETTE CLUB

by Eugene E. LeDoux

1 This article is written with the idea that perhaps a Corvette owner somewhere will read this and may possibly be encouraged to take the initiative in starting a Corvette Club in his (or her) locality. Also, the experiences of our Club may help other clubs just starting out.

Of course, you can be sure that starting a Corvette Club will take time and much effort, especially at the beginning. But the thrill of seeing the idea turn into reality more than compensates for the time and effort spent on the project.

I DON'T THINK YOU WILL HAVE TO LOOK FAR FOR ENTHUSIASM AMONG CORVETTE OWNERS.

We found every Corvette owner receptive to the idea of starting a local Corvette Club and a great many were very enthusiastic about it. Assistance was offered all along the way both by individuals and organizations.

Surprisingly enough, I do not believe the size of your town is the most important factor to consider. Rather, it is enthusiasm, even in a small group, which will make

the club a success. In our case, Rochester, which has a population of approximately 350,000, has yielded 70 members so far. I say "so far" because it is my opinion that there are more Corvette owners to be contacted.

You will find that Corvette owners come from every walk of life and this can make quite an interesting group.

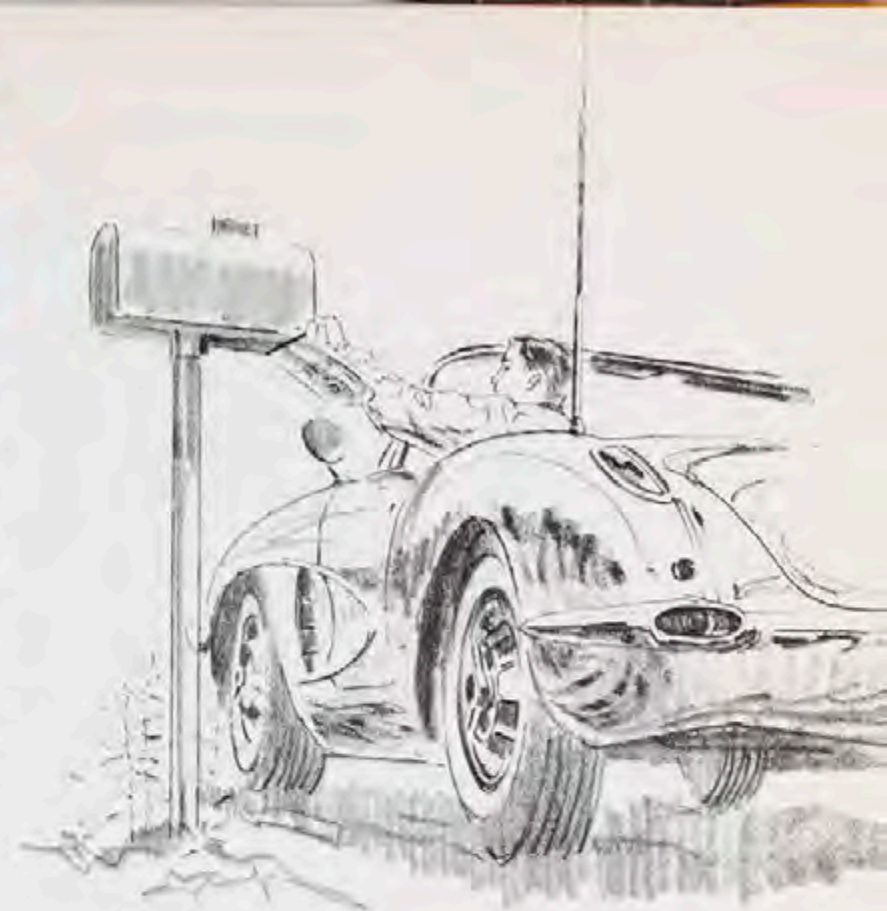
In any organization you will find that the more people who take an active part in it the more successful the organization will be. So, I would suggest that you try to discover a talent in each individual that can be used for the benefit of the club. Spreading the work load not only makes it easier but also gives everyone a part of the feeling of satisfaction in making the club a success.

And speaking of successful clubs, here is how The Rochester Corvette Club got its start.

On November 1, 1959 the newly formed Rochester Corvette Club ran its first rally. The fact that a rally was held only one month and a half after the first "interest meeting" can only be attributed to the enthusiasm of each member and the extra effort of many.

2 IN ORDER TO ORGANIZE A CORVETTE CLUB IN THE ROCHESTER AREA, TWO CORVETTE OWNERS, AL FREDERICK AND GENE LEDOUX, WERE ABLE TO SECURE A LIST OF THE NAMES OF OTHER CORVETTE OWNERS IN NEW YORK STATE FROM CHEVROLET.

In addition to the names, Chevrolet also supplied a folder entitled "Organizing a Corvette Owners' Club" which helped a great deal. More names were obtained from local Chevrolet dealers. A personal want-ad and a "mention" in the weekly sports car column of the local newspaper brought some results. Some Corvette owners were able to submit the names of friends who were also Corvette owners. Finally, to top it off, Al and Gene admit that they hailed other Corvette owners on the street in order to give them information regarding the Corvette Club in-the-making. Their effort yielded encouraging results. At that time a total of over fifty names was compiled.



New York, Chevrolet dealer. In addition to the film, Allyn Donaldson, the Chevrolet representative in the Rochester area, spoke to the group.

A few temporary committees were formed and arrangements for the next meeting were made. In the meantime, we sent letters to other Corvette Clubs requesting information about how their clubs were organized. The addresses of the clubs were obtained from the Club Directory in the **CORVETTE NEWS**. Many of the replies were quite helpful. If no one has any objections, the Rochester Corvette Club says "thanks" to all those clubs appearing in the Directory who took the time to give a few words of advice to another Corvette Club in its initial stages.

At our second meeting at Heinrich Motors, Inc., we collected an "emergency fund" to help for such expenses as mailing meeting notices. It was agreed that each member who gave \$1.00 was entitled to deduct that



3 LETTERS WERE THEN SENT TO EACH CORVETTE OWNER ON THE LIST.

The letters announced an "interest meeting" to take place at a local Country Club. (Note: The Club manager was a Corvette owner.) At that first meeting there were approximately 40 Corvettes with their owners, owners' wives and friends.

TO HELP BREAK THE ICE AT THIS FIRST MEETING, A MOVIE ON THE CORVETTE AT SEBRING AND THE EXPERIMENTAL SS CORVETTE WAS SHOWN.

This film was obtained from Chevrolet through Heinrich Motors, Inc., a Rochester,





amount from the first year's dues. We also decided that at the next meeting we should hold election of officers so that the duties of running the club could be delegated to the proper offices. After deciding upon a time and place for the next meeting, we adjourned.

It was at this second meeting that two Corvette owners and their wives, Hal and Mabel Lindner and Tim and Julie Linehan, presented a rally that they had planned for the approval of the Club. Everyone was enthusiastic about the idea and favored to schedule it as soon as possible. Heinrich Motors, Inc., donated the First Place Trophy. The Club purchased the Second and Third Place Trophies. Other details of the rally were ironed out just as swiftly and simply.

A LUCKY 18 CORVETTES TURNED OUT FOR THE INITIAL RALLY,

as it was called, and more appeared for the

dinner which followed. The Initial Rally was a success, both financially and otherwise. For example, at dinner one rallyist said to another at his table, "Why don't we have another rally next month?" "Yes, but there will be snow on the ground by then." "So what?" "You're right. Why let a little snow stop us?"

At the next meeting the election of officers was held as planned. The co-founders, Gene LeDoux and Al Frederick, were elected President and Vice-President respectively. Others elected were: Charles Engler, Treasurer; Eve Rapalee, Secretary; Bob Williamson, Social Chairman; and Tim Linehan, Rally Chairman. After the election two short films on sports cars, which were obtained from the Rochester Library, provided after-the-business entertainment.

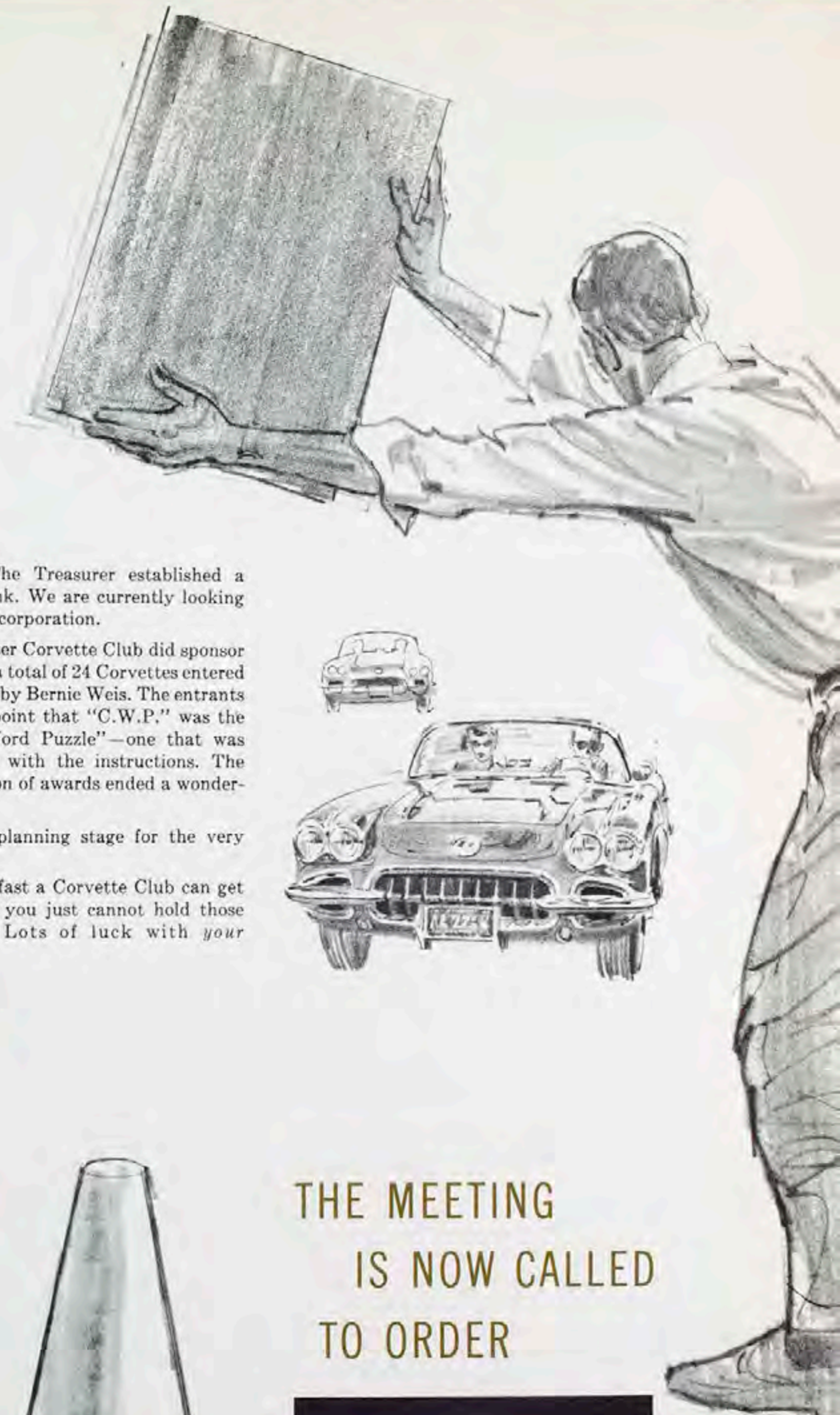
Since the election of officers, the Club has adopted a Constitution. Application forms were printed, then our

own membership cards. The Treasurer established a Club account at a local bank. We are currently looking into the pros and cons of incorporation.

Incidentally, The Rochester Corvette Club did sponsor that second rally. This time a total of 24 Corvettes entered the "C.W.P. Rally" laid out by Bernie Weis. The entrants discovered at the starting point that "C.W.P." was the abbreviation for "Cross Word Puzzle"—one that was to be used in conjunction with the instructions. The usual dinner and presentation of awards ended a wonderful day of rallying.

Another rally is in the planning stage for the very near future.

You will be amazed how fast a Corvette Club can get started. You will find that you just cannot hold those Corvette owners back! Lots of luck with *your* Corvette Club.



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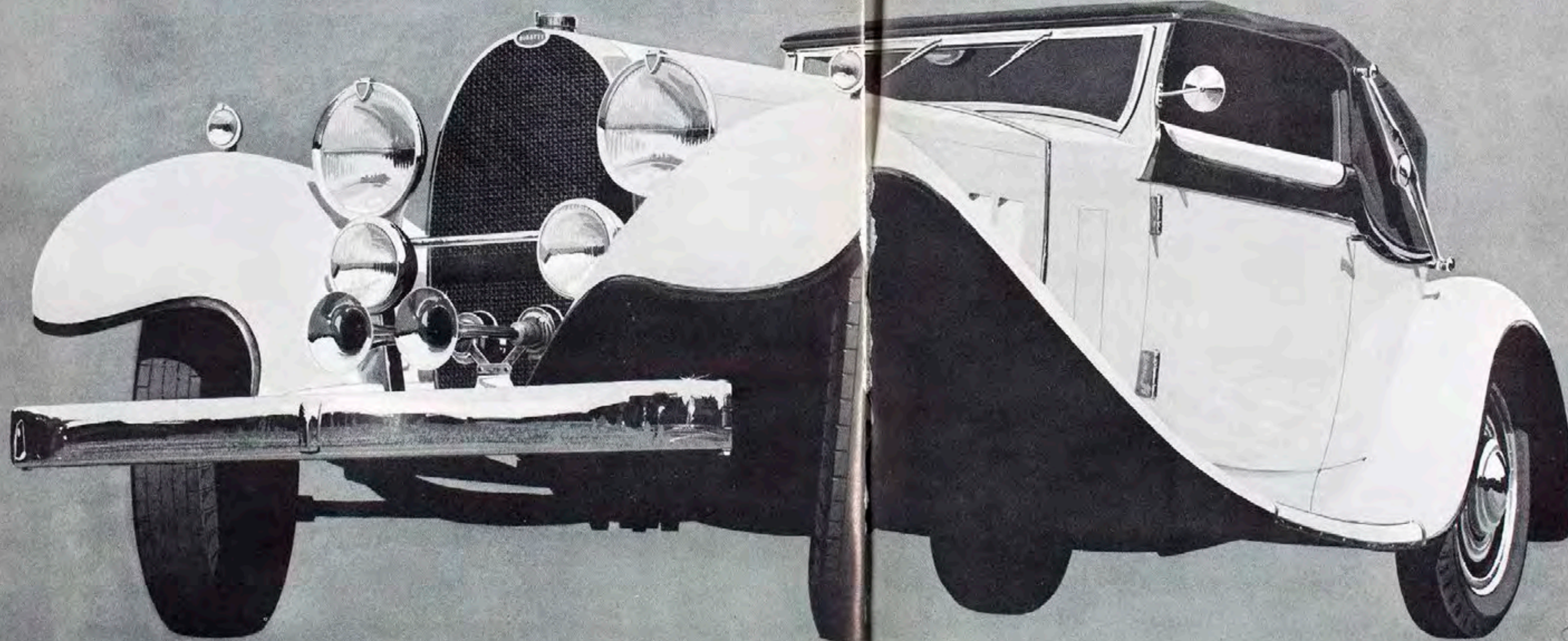
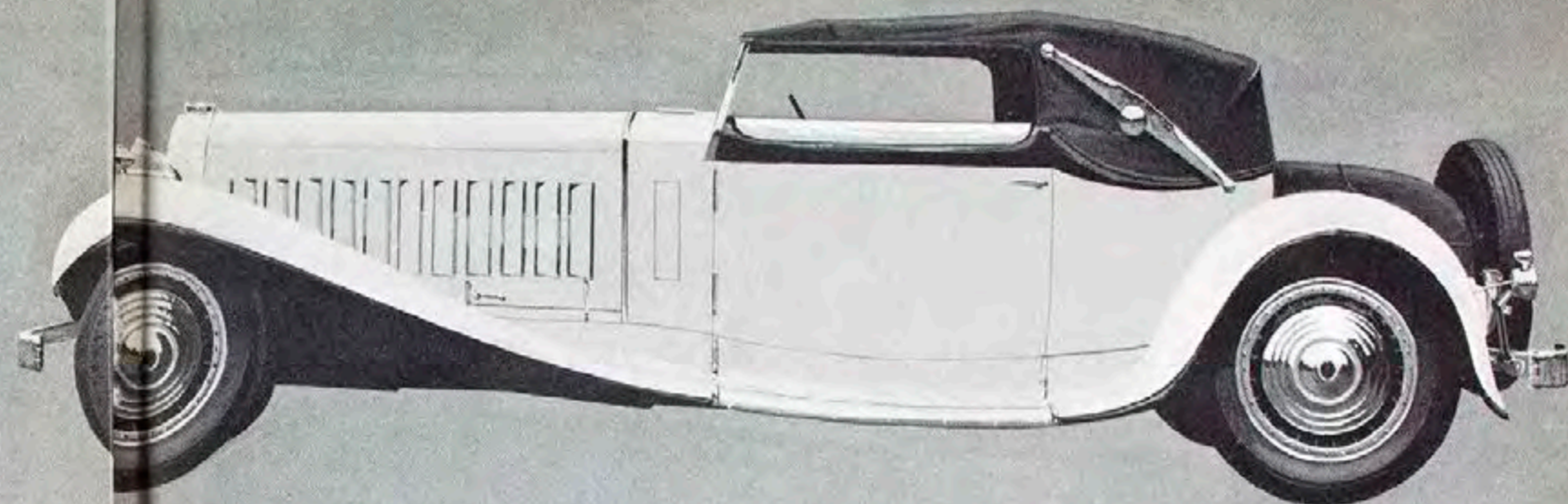


THE MEETING IS NOW CALLED TO ORDER



THE BUGATTI ROYALE

This classic Bugatti Royale, designed by Ettore Bugatti, first appeared in 1927. Fewer than 10 Royales of the 25 produced were sold. The total weight of the car was surprisingly only 5,600 pounds. It was estimated the car could attain a speed of more than 140 m.p.h. The remaining Royales are very valuable to their owners today. During World War II, the resistance group in Paris held one particular model so highly they hid it underground from the Germans.



Jack Miller



COMING EVENTS

THE WISCONSIN CORVETTE CLUB advises us of its forthcoming Prix Wisconsin, an all-Corvette Rally, to be held July 23 and 24. The rally should cover much of the same ground as that featured in the Frostbite 500 article in this issue. Interested parties should contact Mel Ketay, Humphrey Chevrolet, 3419 West Wisconsin Avenue, Milwaukee 8, Wisconsin.

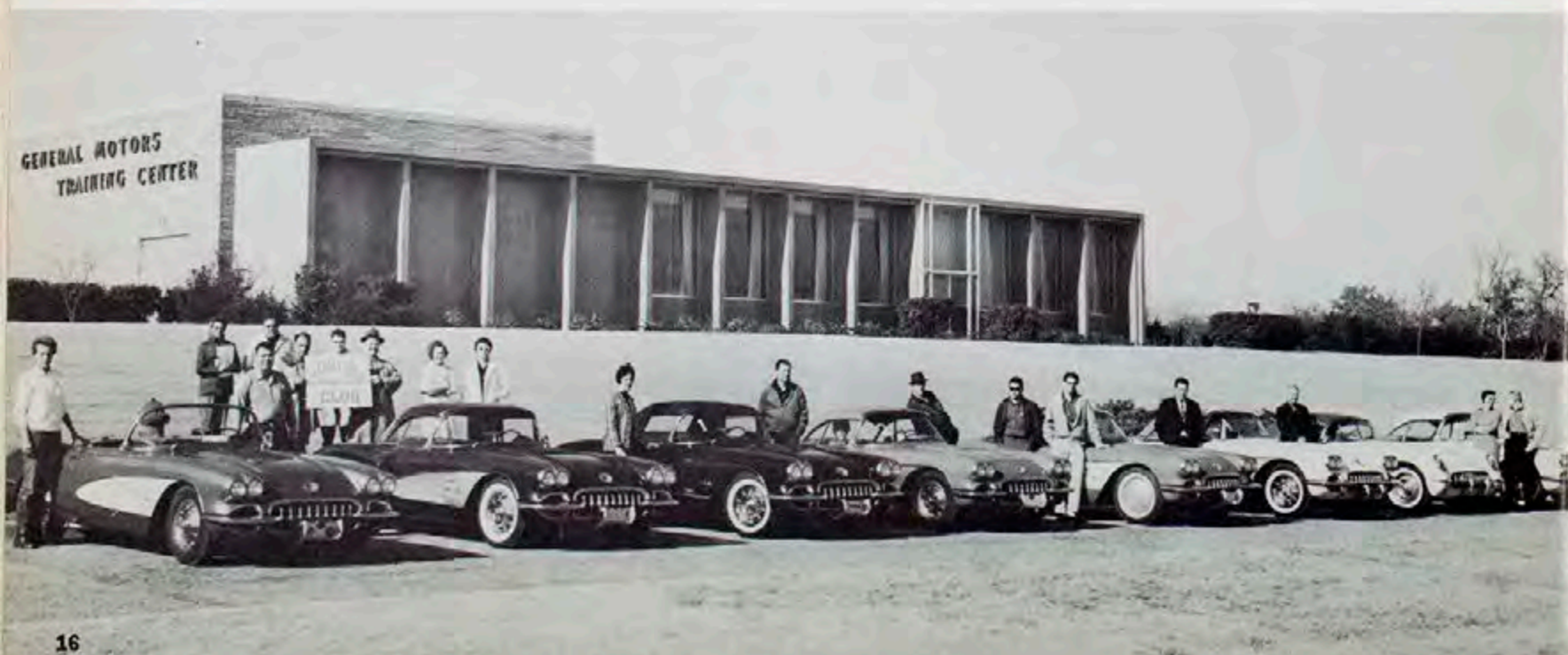
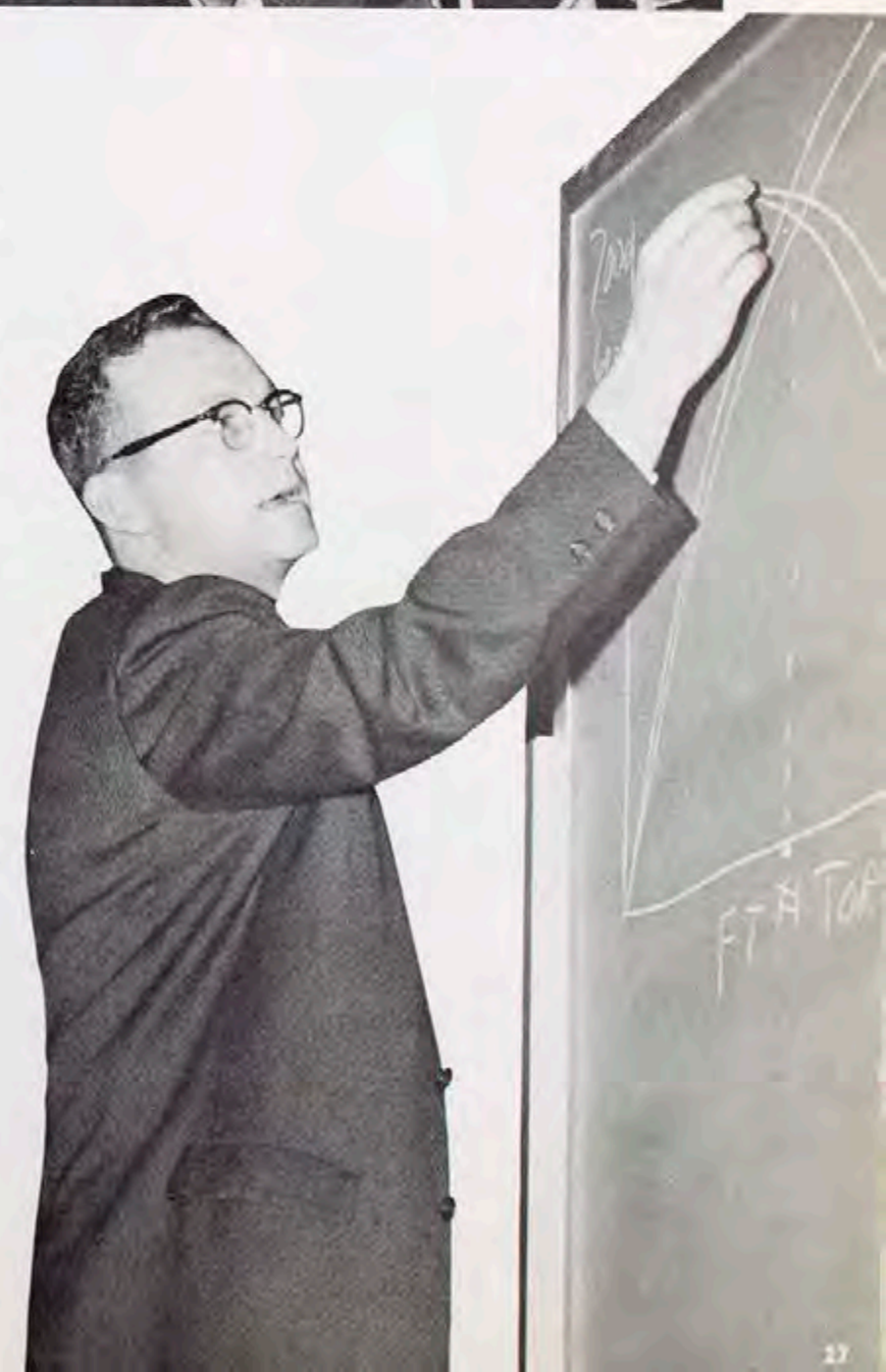
THE SAN JACINTO CORVETTE CLUB of Houston, Texas, was among the first to make use of the Corvette Trophy. The club's first trophy winner was Mrs. June B. Ratliff. D. C. Cox, Chevrolet Zone Sales Promotion Manager, made the presentation.

Members of the newly organized OKLAHOMA CORVETTE CLUB met at the General Motors Training Center in Oklahoma City before their first rally. After touring the country over a short course, the group met at a local restaurant to discuss results and more ambitious plans.



THE CORVETTE CLUB OF CLEVELAND made its first Corvette Trophy Presentation to their club president, Andy Baumgardner.

The trophy was presented by W. G. McQuigg, Cleveland Zone Sales Promotion Manager. The meeting was held at the Cleveland General Motors Training Center and attended by 45 members. Tom Saunders of Chevrolet Service Training discussed Fuel Injection and Molded Fiber Glass Repair with the group.





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.

ARIZONA

Arizona Corvette Association
c/o Gene Shroyer, Secretary
P. O. Box 57
Litchfield, Arizona

Cochise Sports Car Club
Nancy Stepp, Secretary-Treas.
Box 402
Sierra Vista, Arizona

Sahuaro Corvette Association of Tucson
Chuck Pettis, Secretary-Treas.
P. O. Box 5197
Tucson, Arizona

CALIFORNIA

Coureur 'd Corvette
Daryl R. Boomer
2038 W. Willow Avenue
Anaheim, California

Corvettes Limited
Mr. Ronald Chazen
824 South Burnside Avenue
Los Angeles 36, California

Corvettes of Southern California
Mrs. Nadine Suess
14351 Magnolia
Midway City, California

Central California Corvette Club
Mr. Donald Chandon, President
527 Hermosa Avenue
Modesto, California

Corvette Owners' Club of North Hollywood
Virginia Beers
5640 Case Ave.
North Hollywood, California

Northern California Corvette Association
Fred Wetton, President
115 Frisbie Street
Oakland, California

Corvette Club of Ventura County
Mr. William I. Shobe, President
4817 Sariers Road
Oxnard, California

Corvette Club of Pasadena
Carole Lamb, Secretary
P. O. Box 817
Pasadena, California

Corvette Sacramento
Mr. Gordon Cerrudo, President
13th and K Streets
Sacramento, California

Corvette Owners' Club of San Diego
Dick Kangas, President
1544 Diamond Street
San Diego, California

California Corvette Association
Mr. Harry Costa, President
P.O. Box 522
South San Francisco, California

Riverside Corvette Club
Mr. Jim Maxwell
11761 Davis Street
Sunnymead, California

COLORADO

Corvette Club of Colorado
Mrs. Edith A. Pike
65 S. Brentwood
Denver, Colorado

ILLINOIS

Chain-O-Lakes Corvette Club
Mr. Dick Kerr, President
Box 375-A, Rt. 2
Antioch, Illinois

Chicago Corvette Club
Mr. Ed Ver Hoef, President
7231 S. Campbell
Chicago, Illinois

Federation de Corvette
Mr. Ed. A. Berman, President
7158 Stony Island Avenue
Chicago 49, Illinois

North Shore Corvette Club
William T. Seay, President
1016 Judson Avenue
Evanston, Illinois

INDIANA

Corvettes of Indiana
Ronald L. Fulp, President
R.F.D. #1
Bargersville, Indiana

Calumet Corvette Club
Mr. Mike Sekulich
J. B. Shaver Motors, Inc.
3699 Broadway
Gary, Indiana

Michiana Corvette Club
Leo Tschechtelin, President
455 E. Pokagon
South Bend 17, Indiana

KANSAS

Horsemen Corvette Club
Mr. Roger Kilborn, President
116 Pattie
Wichita, Kansas

KENTUCKY

Fall Cities Corvette Club
Mr. Robert L. Miller,
Organizational Chairman
4212 S. 2nd Street
Louisville, Kentucky

MARYLAND

Corvette Club of Baltimore
Mr. Clint Kearney, President
Parkton, Maryland

MASSACHUSETTS

Corvettes of Massachusetts
Mr. Kenneth G. Tong, President
39A Lee Street
Cambridge, Massachusetts

DIRECTORY

MICHIGAN

Corvette Club of Michigan
Mrs. Anne Featherstone,
Registered Agent
12775 Santa Rosa
Detroit 38, Michigan

Michigan Corvette Club
Mr. Taylor Schmidt, President
26650 Woodlore Avenue
Franklin, Michigan

MINNESOTA

Twin City Corvette Club
Mr. Robert A. Palme
1721 Arcade Street
St. Paul 9, Minnesota

MISSOURI

The Corvette Club of Saint Louis
Miss Margaret Orscheln
7467 Overbrook Drive
St. Louis 21, Missouri

NEBRASKA

(including Western Iowa)
Cornhusker Corvette Club
Joyce Sievers, Secretary
3003 Pacific Street
Omaha 5, Nebraska

NEW HAMPSHIRE

Dartmouth Motor Sports Club
Charles F. Adams, Secretary
209 Wheeler Hall
Hanover, New Hampshire

Corvettes of New Hampshire
Mr. Robert Ober, President
18 Bartlett Street
Suncook, New Hampshire

NEW JERSEY

Corvette Racing Club of North Jersey
Mr. Ken Ledgard, Jr., President
23 Nelson Street
Clifton, New Jersey

Corvette Sports Car Club
George M. Hopmeier
6-17 Fourth St.
Fair Lawn, New Jersey

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

Corvettes Unlimited of New Jersey
Thomas Pampolone, Jr.,
Publicity Chairman
229 Crestwood Drive
South Orange, New Jersey

NEW YORK

Niagara Frontier Corvette Association
Robert Thomann, President
1041 East Ferry Street
Buffalo 11, New York
Phone TA-9183

Thundervettes Sports Car Club of America

Mr. John Palladino, President
40-22 98th Street
Corona 68, New York

Southern New York Corvette Owners

Mr. James Baldwin
Gault Chevrolet, Inc.
3 Grant Avenue
Endicott, New York

Western New York Corvette Club

c/o Mr. Carl Fredricksen
40 Marvin Court
Hamburg, New York

Long Island Corvette Owners' Association

G. T. Reynolds, Jr., President
306 West Merrick Road
Merrick, Long Island, New York

The Northeastern Corvette Owners

Mr. Joseph E. Nichols
Nichols Notch
P.O. Box 85
North Creek, New York

The Rochester Corvette Club

Eugene E. LeDoux, President
2820 Edgemere Drive
Rochester 12, New York

Crown Corvette Club

Mr. Jack Nett, Jr.
352 E. Brighton Avenue
Syracuse 5, New York

NORTH CAROLINA

Blue Ridge Corvette Club
Mr. Bruce Church, Secretary
c/o Gaddy Motor Co., Inc.
North Wilkesboro, N. C.

OHIO

Queen City Corvette Club
Mr. John Nueslein
318 E. Sixth Street
Cincinnati, Ohio

Central Ohio Corvette Club

James P. Wolfe, President
3272 Dresden
Columbus 24, Ohio

Corvette-Cleveland

Robert W. Ruth
Products & Services Committee
Chairman
17801 Lorain Avenue
Cleveland 11, Ohio

OKLAHOMA

Oklahoma Corvette Club
Mr. E. Lee Kennedy, Jr.,
Acting Chairman
P.O. Box 1033
Oklahoma City, Oklahoma

OREGON

Corvettes of Oregon Club
Mr. Richard Hammond, President
1635 N.E. Sandy Boulevard
Portland 12, Oregon

PENNSYLVANIA

Corvette Club of Western Pennsylvania

Mr. Helledger A. (Mike) Mims
Director, Public Relations
5476 North Broad Street, R.F.D. #1
Library, Pennsylvania

York County Corvette Association

Mr. R. L. Spangler, Secretary
819 Wayne Avenue
York, Pennsylvania

TEXAS

Corvette Club of Texas

Mrs. Jeanette Bradley, Secretary
Mohr Chevrolet
999 N. Central Expressway
Dallas, Texas

San Jacinto Corvette Club

James K. Eaton, Jr., President
6618 Burkett Street
Houston 21, Texas

South Side Corvette Club

Robert Livitz
1649 Milford
Houston 6, Texas

Alamo Corvette Club

Abie Epstein, President
102 Rosemont Drive
San Antonio, Texas

UTAH

Corvette Club of Utah

Mr. Fred Cheney, Secretary
2471 Imperial Street
Salt Lake City, Utah

VIRGINIA

Tidewater Corvette Club

Mr. Josh Dearden
Colonial Chevrolet Corporation
Boush Street and Olney Road
Norfolk 10, Virginia

Corvette Club of America

Mrs. Barbara Davis, Secretary
75-A Power Road
Triangle, Virginia

WASHINGTON

Pacific Northwest Corvette Association

Mr. D. G. Campbell, President
c/o Davies Chevrolet
800 E. Pike Street
Seattle, Washington

WEST VIRGINIA

(including Ohio and Kentucky) Tri-State Corvette Club

Mr. Ron R. Bush, President
5199 Yeich Avenue
Huntington 1, West Virginia

WISCONSIN

Wisconsin Corvette Club, Inc.
Kay Keliher, Secretary
c/o Humphrey Chevrolet Co.
3419 W. Wisconsin Avenue
Milwaukee, Wisconsin

SNOW

ICE

MUD

CORVETTE POSITRACTION REAR AXLE DIRECTS POWER TO THE WHEEL WITH TRACTION

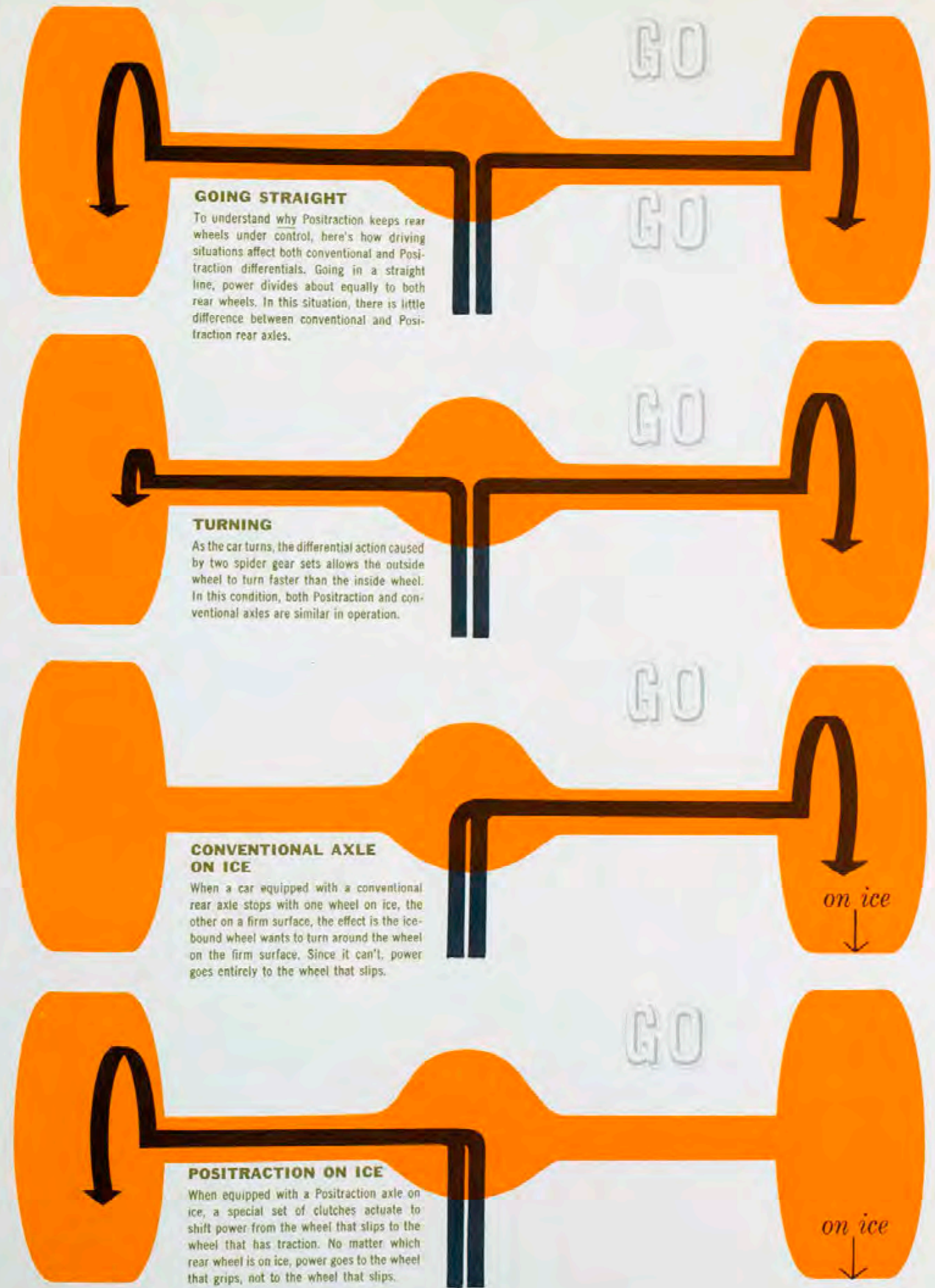
HERE'S HOW

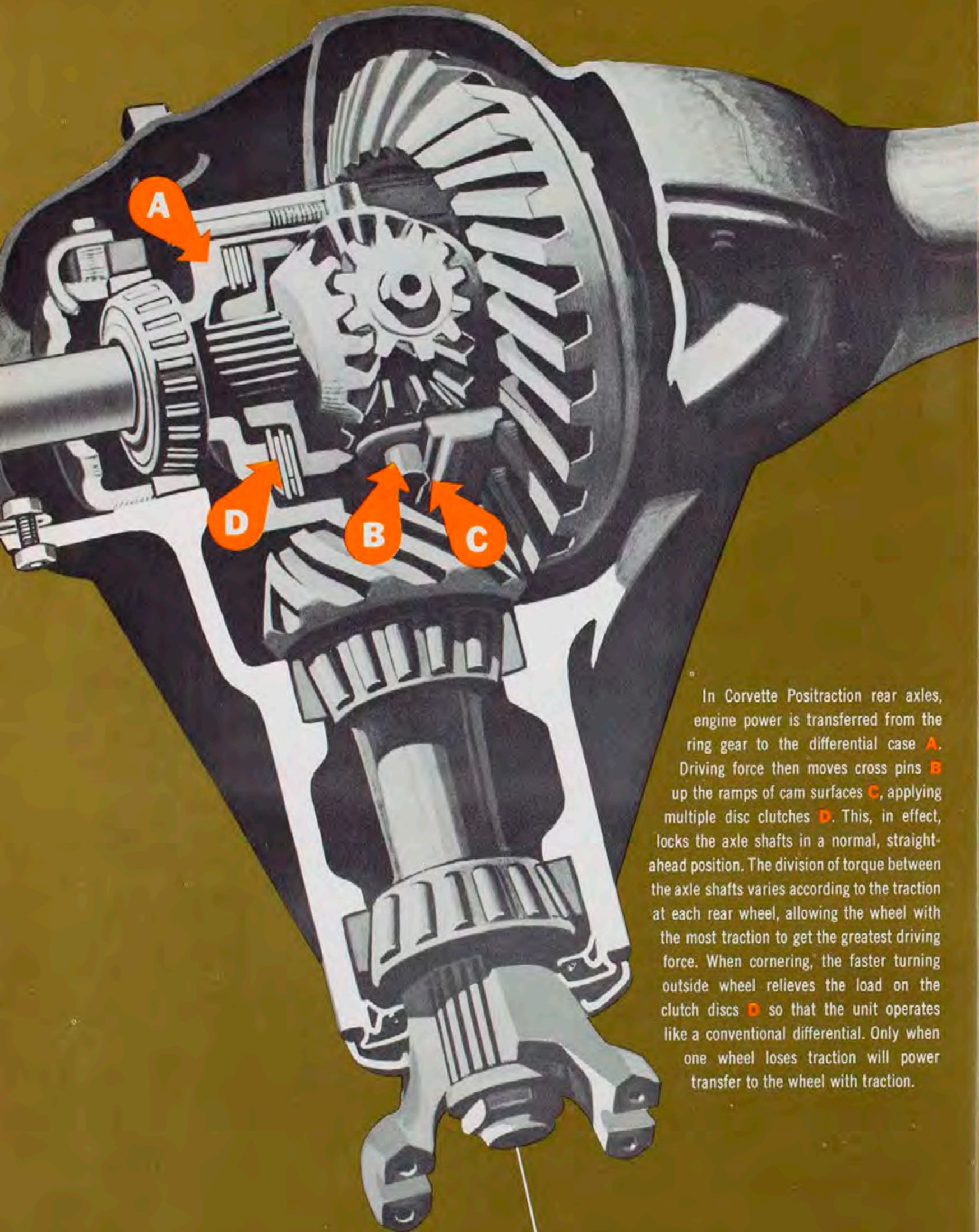
Positraction can do many things to improve the handling, safety, and performance of the Corvette. Understanding exactly *what* Positraction does, and *why* it does it, will help you to understand the benefits it can give to driving.

Primarily, of course, the differential assembly transmits power from the driveshaft to the rear axle shafts through the ring and pinion gears. The number of times the pinion gear turns to cause the ring gear to revolve once is called the rear axle gear ratio. Without Positraction, a 3.70:1 rear axle ratio is standard in all Corvettes equipped with either 3- or 4-Speed Synchro-Mesh. With Powerglide, a 3.55:1 ratio is standard. No other ratios are offered with standard rear axles. Positraction, an extra-cost option with 3- and 4-Speed Synchro-Mesh only, offers a choice of three gear ratios: 3.70:1, 4.11:1, or 4.56:1. Generally, the 3.70:1 ratio is best suited for normal city and country driving, while the 4.11:1 or 4.56:1 ratios may improve acceleration in short distance events.

When rounding a curve, the differential allows the outside rear wheel to turn faster than the inside wheel. If both rear wheels turned equally, excessive tire wear would result as soldiers marching around a turn would soon become disorganized if the troops on the inside didn't march with smaller steps than those on the outside. In straight-ahead driving situations and rounding a turn, both conventional and Positraction axles behave in a similar manner. The difference between conventional and Positraction rear axles is readily apparent when on snow, ice, mud or on other surfaces where traction is poor.

On surfaces where one wheel has traction, conventional differentials allow all the power to drive the slipping wheel. With Positraction, power is diverted to the wheel that has traction through a set of special clutches inside the differential of the Positraction axle. Positraction is specially engineered to deliver safe, controlled torque to the rear wheels under most every driving situation.





In Corvette Positraction rear axles, engine power is transferred from the ring gear to the differential case **A**. Driving force then moves cross pins **B** up the ramps of cam surfaces **C**, applying multiple disc clutches **D**. This, in effect, locks the axle shafts in a normal, straight-ahead position. The division of torque between the axle shafts varies according to the traction at each rear wheel, allowing the wheel with the most traction to get the greatest driving force. When cornering, the faster turning outside wheel relieves the load on the clutch discs **D** so that the unit operates like a conventional differential. Only when one wheel loses traction will power transfer to the wheel with traction.



HILLS—On hills where road conditions are poor, Positraction keeps wheels from uncontrolled spinning if either should bounce off the road.



BETTER CORNERING — Inside rear wheel won't spin if it lifts during hard cornering—and there's better control in rear end break-away and oversteer conditions.



OFF PAVEMENT—If the outside rear wheel drops off the road, the Positraction rear axle helps maintain safe, sure control. Traction stays with the wheel on the firm road surface. This is especially useful in specialized sport car meets.



SNOW, MUD, ICE—Snow, mud and ice problems are minimized with Positraction. Safe, sure, controlled starts are easier on slippery surfaces. Driving and stopping are surer, too.



ICY HILLS—Even if the road is completely covered with ice, Positraction keeps wheels turning together, doesn't allow one wheel to lose traction and spin freely.



OIL ON THE COURSE! In specialized sports car meets, Corvette's Positraction maintains traction and control over oil, water, or loose dirt on the course. Cornering is secure, positive and controlled.

CHOOSE YOUR CORVETTE POSITRACTION FOR MAXIMUM FLEXIBILITY!

For general driving, most people prefer the balanced cruising and performance of the 3.70:1 ratio. It's best for all around use. However, many drivers actively engaged in competitive events will use either the 4.11:1 or the 4.56:1 ratio. It's actually best to have all three differential units on hand when practicing the course. The best time will then depend on calculation and experimentation with rear axle ratios and tires. With all three units available,

a quick substitution will enable drivers to select the ratio best suited to a particular event.

Positraction rear axles give drivers crisp, certain control over rear wheel break-away and wheel spin. Drive train components take less shock and abuse. For road, rally or special events, your Corvette Positraction axle keeps power on the road—where it belongs!

CHEVROLET PARTS WAREHOUSES...

the key to fast action on Corvette parts orders

LARGEST, MOST MODERN PARTS HANDLING SYSTEM IN THE INDUSTRY

Supplying replacement parts for all Chevrolet passenger cars, trucks and Corvettes manufactured is a monumental task. Stocking these parts and supplying them to Chevrolet dealers is an even greater task that's handled efficiently by 41 warehouses throughout the country. The map (below) shows where these warehouses are located—each a center to best serve a specific market area. These strategically located warehouses enable your Chevrolet dealer to obtain parts for your car with less time in transit.

Coordination of the most modern parts supply facilities in the industry includes a complete central electronic parts inventory control system and a special teletype service connecting all warehouses. Chevrolet parts catalogs list more than 53,000 different parts—all of which are available to any Chevrolet dealer from one location or another. Still stocked are some parts for cars and trucks built as far back as in the early thirties. In fact, replacement parts for older cars help to keep about 40 per cent of all cars manufactured since 1900 in operating condition.

The first and most important step in putting Chevrolet's vast parts supply operation in motion is that you and your Corvette dealer determine exactly what part or parts are required before they're ordered. This will minimize delay... and enable your dealer to secure fast, accurate parts delivery from the network of parts warehouses located throughout the country.

OTTERBURN WAREHOUSE OUTSIDE FLINT, MICHIGAN, IS THE NERVE CENTER

The center of the huge parts distribution system operated by Chevrolet is the main warehouse and manufacturing facility at Otterburn, outside of Flint, Michigan.

This enormous plant, covering 23 acres of a 100-acre site, coordinates all parts orders and inventory records for all parts operations throughout the country.

Here, latest IBM machines work with incredible speed—reading or writing inventory records at a rate up to 15,000 letters or figures per second. Order transactions are processed at the rate of more than 200,000 per day! Within the giant plant walls, more than 700 conveyor trucks run on 9,250 feet of special conveyor track, speeding orders from parts bins to waiting trucks. Loading docks for parts shipment accommodate 16 trucks for loading at a time. In a single year, the Otterburn warehouse ships more than one-quarter billion pounds of parts to points all over the country.

Chevrolet's parts system encompasses much more than just operation of the Otterburn plant. In fact, Otterburn receives parts shipments from 15 Chevrolet manufacturing plants in the country, 18 divisions of General Motors Corporation, and up to 700 independent suppliers. Parts procurement includes ordering all parts for cars, trucks, and, of course, the Corvette. The hard tops for Corvettes, for instance, are made in California. Brakes in the heavy-duty kit are made in Ohio.

On the adjoining page are other interesting and pertinent facts that show the size and extent of Chevrolet's parts facilities. A few of the statistics are truly amazing... and point up the fact that Chevrolet has done everything possible to make replacement parts readily available, with extra-special attention given to emergency situations.

WHAT IT TAKES TO PUT THE RIGHT PART IN THE RIGHT PLACE AT THE RIGHT TIME

With anything less than the best facilities and completely modern order handling, parts distribution could turn into utter chaos. Chevrolet has built these qualities into a highly efficient, practical parts distribution system to keep your dealer stocked with parts he needs most.

Efficient operation of this, the largest parts system in the industry, requires real know-how. Chevrolet's trained personnel have the knowledge and are ready in all the parts warehouses in 41 locations to speed parts delivery to your dealer.

Ordinarily, getting a part for your Corvette is as simple as walking into your dealer's and talking to the man behind the parts counter. However, bear in mind that the current Chevrolet parts book lists some 53,000 parts—including parts for all Corvettes built in past years. Of course, your dealer cannot be expected to have all these in stock, but he is in a position to get what you want in a hurry.

Parts that are in greater demand than others are logically the ones more likely to be found in a dealer's parts department. Parts that are less in demand are stocked in smaller quantities and may have to be ordered. Other parts for which there is very little demand may even be stocked in only one place, usually at the gigantic Otterburn warehouse outside of Flint, Michigan. Some Corvette special equipment parts fall into this category. Corvette body parts are manufactured and stored at Ashtabula, Ohio, and shipped from there. When your dealer orders these body parts, they will be shipped quickly and directly to your dealer.

If you live in California or the state of Washington, obviously the body parts will take longer to arrive at your dealer's than if you live in Dayton, Ohio. Shipping time involved when it's necessary to order special parts from distant points must be considered. Time required can be made less critical by cooperating with your dealer to place parts orders as far in advance of actual need as possible. In other cases, where the need is critical an emergency order will speed delivery. It is obviously unfair to expect overnight service on every part ordered. Close cooperation with your dealer will insure the fastest, most efficient service possible.

There's another point to remember relative to delay

in parts delivery when there is an insurance claim. Time is often lost obtaining insurance clearance before repairs can be made. When there is such a delay parts are frequently not ordered until clearance is given—with a resulting delay in delivery. Work closely with your dealer and insurance company to be sure everything possible is done to speed authorization and replacement parts ordering. In any case, you can be sure your dealer, working with his Zone parts warehouse, is in the best possible position to prove Chevrolet has the facilities and system to get the right part to the right place at the right time!

FACTS THAT REVEAL THE EXTENT OF CHEVROLET'S PARTS HANDLING ACTIVITIES

- 41 warehouses strategically located throughout the country.
- Interconnecting teletype between all warehouses, with centralized parts inventory operation at Otterburn, near Flint, Michigan.
- The central warehouse at Otterburn covers 23 acres.
- Electronic data processing machines keep warehouses up-to-date on parts stocks.
- IBM data processing machines "read" up to 15,000 letters or figures a second—use 20 railroad cars of tabulating cards a year.
- More than seven million parts were processed at Otterburn in one year—enough to require a 900-mile-long conveyor to hold them all at one time.
- Fiber glass parts are centrally located at Ashtabula, Ohio for fast shipment to all parts of the country.
- Parts shipped or received in one year filled 10,000 railroad boxcars—together a train almost 100 miles long.
- Special order parts receive special handling to speed delivery—emergency service on emergency orders is fastest in the industry.
- Latest storing and handling procedures speed all delivery—about 98 per cent of all parts are shipped within 24 hours.

Electronic Data Processing is the heart of inventory information

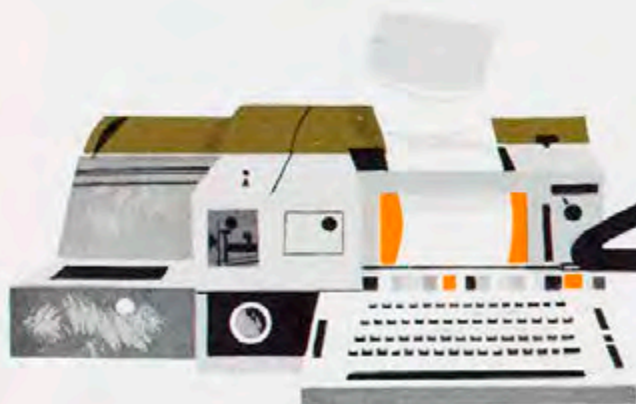


National Distribution Center near Flint, Michigan, nerve center of Chevrolet's vast parts operation which includes 41 warehouses



HERE'S WHAT HAPPENS WHEN A PART IS NEEDED FOR YOUR CORVETTE

The first thing that's necessary when ordering parts for your Corvette is to determine exactly what parts are required. This is best accomplished by consultation with the Parts Department of your Chevrolet dealer. They will, at the same time, determine which of the required parts are then available in the dealer's stock and which, if any, must be ordered.



At this point discuss your problem thoroughly with your dealer to establish the urgency of your parts need. This will enable your dealer to enter the type of order that insures handling to get the parts in when needed.



As soon as your order is transmitted by the dealer to his Zone parts warehouse, all of Chevrolet's parts supply system is automatically put into action to give prompt delivery. The warehouse starts at once to get the order handled and the parts shipped. If a part is not available in the warehouse, other nearby warehouses are contacted at once by teletype to save time, with shipment direct from one which has the part in stock. Teletype communication is the key to speedy handling of the order. If the part is one stocked only at Flint, Michigan, the dealer's order is sent directly there.



Method of shipment is indicated by the urgency of the dealer's order. In very special emergency cases, parts will be shipped by air, if necessary, to any place in the country to insure prompt delivery.

Thus, getting parts for your Corvette is as simple as seeing your Chevrolet dealer . . . and there's one close by in your community. He may have the parts in stock, or if not, can get them quickly through Chevrolet's vast parts supply system. When you turn your order over to the dealer, it is in competent hands, backed by the most complete and modern facilities in the industry.

