

CORVETTE NEWS

VOL. 4
NO. 2

THE CORVETTE OWNERS' MAGAZINE



24 HOURS IN A MAN'S LIFE

the Corvette, the Circuit and the Color

LE MANS



VOLUME 4
NUMBER 2

CORVETTE NEWS



PUBLISHED FOUR TIMES A YEAR

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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. We will contact you in coming months.

IMPORTANT!

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We are revising our mailing list for The Corvette News. If you desire to have your free subscription continued, please fill out this card and return to us by October 15, 1960.

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If this card has not been returned to us by October 15, 1960, you will not receive further issues of The Corvette News.

24 HOURS AT

LE MANS

the Corvette, the Circuit and the Color



THE CORVETTE

Le Mans 1960 had all the international flavor of an automotive Olympic Games. Cars built in France, Germany, Great Britain and Italy had been entered. And, after an absence of five years, America was represented. For the first time, the Corvette had been entered. Three had been selected to run flying under America's blue and white colors with the driving teams led by racing impresario Briggs Cunningham. Many felt this combination of America's only production sports car and Cunningham, whose reputation as a sailor, sports car builder and racer is legend, was perfect. He had been out of the race for five years. Now he was back with three Chevrolet Corvettes and a fourth car, a new competition experimental Jaguar. Many British hopes rode with Cunningham in the latter marque.

A fourth Corvette was entered by the Camoradi, U.S.A. team. They had also entered three carefully prepared Maseratis.

The question most Corvette owners and enthusiasts will ask is, "How did we do." And the answer is, "We did beautifully." When word first reached Europe that Corvettes were to be entered at Le Mans, most authorities refused to consider them as serious contenders. After all, this was the car's first entry in the gruelling race. They were by far the heaviest cars competing and this was felt to be a decided detriment. But the authorities had not counted on several unpredictable items, two of which were the power of the Corvette and the purpose of its drivers and mechanics.

One thing no one could have predicted was the violent rainstorm that took place at 6:10 p.m., two hours after the beginning of the race. It was here that things looked bleak for the Corvette entries. The unexpected came as Corvette driver Kimberly sped to the hilltop near White House. A torrential storm had struck and he was met by a hitherto hidden wall of rain. The downpour was so violent that Kimberly was forced off the track. After two hours of competition the first Corvette was out of the race.

It was not long after that the Corvette #2 of Thompson and Windridge slid going through the same treacherous White House section, cracked against the embankment and was forced to limp to the pits for repair. In just two and one-half hours, eight cars had been sidelined and two were Corvettes.

But these were also Corvette's brightest hours. As the rainstorm had begun, John Fitch was at the wheel of Cunningham's Corvette #3 riding in thirteenth place. This would have been a creditable finish, but with the rain, prospects were, at best, dismal. Fitch soon saw that other drivers were having considerable trouble holding on the slippery surface. More trouble than he was! He began to push his car and happily found the Corvette weight was "wiping the track dry." Picking up places in an amazing display of controllability, Fitch waved off R. M. Grossman who was to replace him at the six-hour mark. He then found himself in a struggle to pass the European entries, especially the Porsches, as they easily recognized the four headlamps of the American Corvette. But pass he did, and in the four-hour stint Fitch had jumped from thirteenth to seventh place in a phenomenal leap for the Le Mans race. The German Porsches never again seriously contested the Corvette position. Even the leading Ferrari team of Gendebien and Frère who had previously lapped the Corvette was passed by the flying Fitch.

Proving the Corvette #3's traction capabilities were no fluke, the Camoradi Corvette was also making steady headway while most other marques were losing precious ground. In fact, the Corvette team of Lou Lilley and Fred Gamble continued to gain throughout the race. They actually came from far back in the pack (41st at the end of the first hour) to a great finish of 10th at the end of the 24th hour. More important, it should be noted, the Corvette was the only Camoradi finisher. The Maseratis, after a fine early showing, had been dogged with ill-luck and all were out by the 12th hour.



A Le Mans landmark, the Dunlop Bridge

In the end the Cunningham Corvette team of Fitch and Grossman finished in eighth position. Some have speculated that with a little luck they could have achieved an even higher place. But by all counts, the outcome was more than satisfactory. Especially so when one considers that, of only twenty-five cars able to finish the race, two were Corvettes. Three marques were represented in the first ten places, Ferrari, Aston Martin and Corvette. This was the first Corvette entry at Le Mans and it had beaten cars that would cost two to three times as much on the open market. There is little doubt that Corvette had done itself proud at Le Mans.

THE CIRCUIT

You are about to drive the Corvette around one lap at Le Mans. The starter has dropped the "tricolore" and you run across the track and leap into your Corvette. You are rolling. There is a distance of exactly 13.461 kilometers or 8.3 miles to cover. You are not out to beat the lap record of 124.67 miles established by Mike Hawthorne in 1957. But you will be moving.

From the top of the hill beyond Dunlop-Bridge, you race down toward the Esses and the pine woods. A sharp

lefthander of 90 degrees is followed by an equally sharp righthander on a rising gradient. You are taking these turns in second gear . . . at 70 miles per hour!

From the Esses there is a brief straightaway, but you must be wary as you approach the extremely difficult Tetre Rouge Corner. Brake down—because at anything over 40 m.p.h., you will find yourself in the sandbank that lies just off Tetre Rouge. As you come out of this corner you find yourself barrelling down the fastest and most famous straightaway in sports car racing—the Mulsanne Straight. You quickly build to over 155 m.p.h., flat out. You should have reached this speed about one-third of the way along the straight or as you pass the Cafe de L'Hippodrome. In that split second you may notice a few figures not ten feet away. These are spectators leisurely sipping *cafe au lait* and munching *croissants*, thoroughly enjoying your performance and their breakfast.

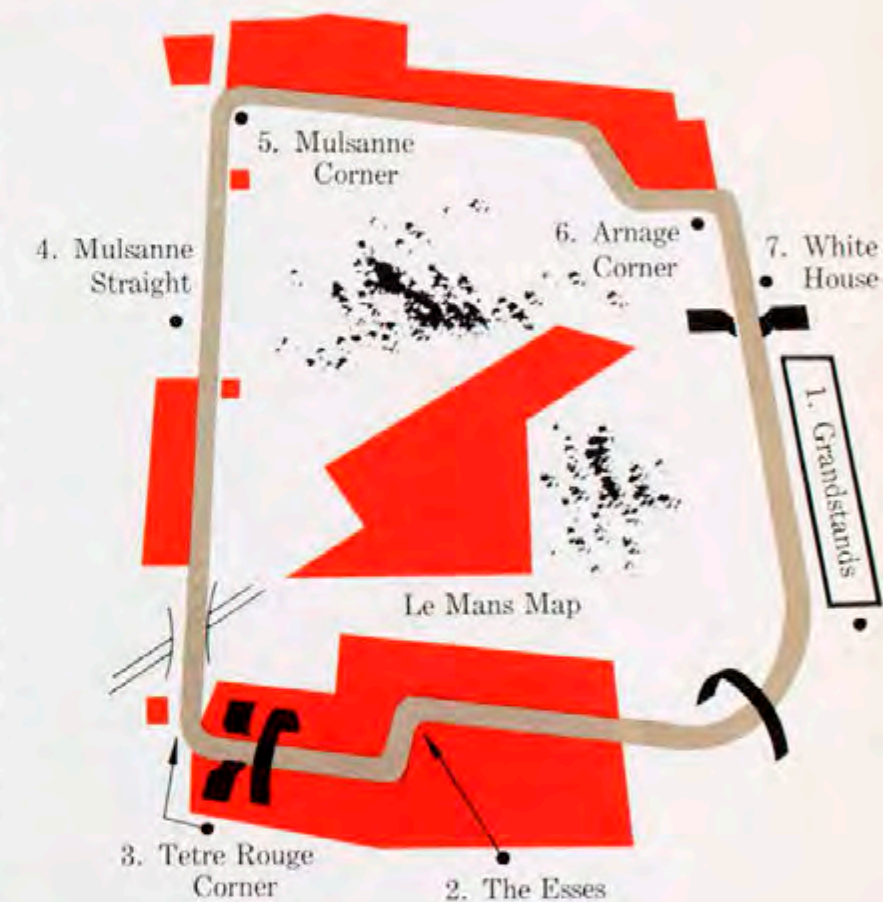
Some 500 meters from Mulsanne Hairpin you will begin to brake down—ever so gently. In that 500 meters you must reduce the Corvette's speed approximately 90 miles per hour. You must, if you desire to negotiate the turn properly.



Flying Fitch sets the pace

It is a mile from the Mulsanne Corner to Indianapolis, which was originally given this name because its surface was paved with Indianapolis style bricks. There is a slight righthander followed by a much sharper lefthander, a short straight between thick pine woods, then a 90 degree turn to the right at Arnage Corner. Your speeds through this series have gone from 140 to 90 to 60 to 30 miles per hour. You are two miles from the checkered flag. You feel yourself weave as you pass the world's most mistreated farmhouse (see The Corvette). This is, of course, *La Maison Blanche*, The White House. Beyond here it is clear sailing. You zoom by the pits at 130 m.p.h. and you are home. It has taken just over four minutes to run the complete circuit.

Indeed, it is not nearly so simple as we have made it sound. Drivers spend weeks in preparing themselves for the course. Thousands of copious notations are jotted down on every configuration and zig-zag in the course. Regulations, too, must be completely understood, and it is said that the rules for Le Mans are the most complicated in motor racing. In every racing respect Le Mans is a demanding circuit. It is easy to see why drivers would rather win this one than any other.



Comoradi Corvette—their Maseratis failed to finish



Cunningham's Corvette No. 2

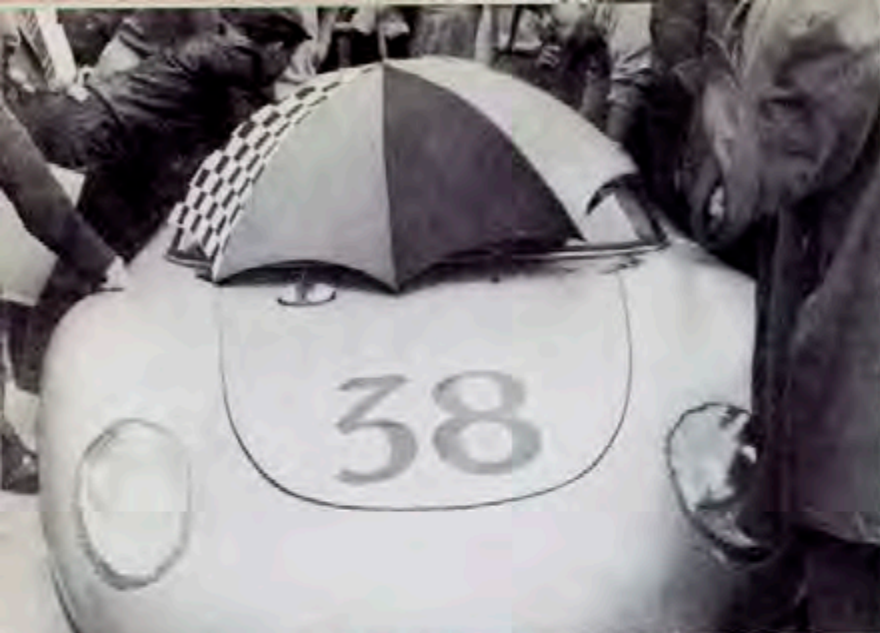


Porsche in the pits



Third place Aston-Martin takes the Esses





Then the rains came



Corvette's weight was 'wiping the track dry'



World's most mistreated farmhouse, La Maison Blanche

THE COLOR

It may come as a surprise to learn that Le Mans is first and foremost a city and not merely the scene of an annual summer road race. Le Mans is located some 130 miles west of Paris and its tradition and history can be traced centuries before the advent of the motor car. Among other things, Le Mans is famous for its interesting cathedral, a particularly fine example of Gothic architecture. The tomb of Berengaria, Richard the Lion-Hearted's Queen, lies within this cathedral. It was also in Le Mans that Henry II of England was born.

Over 800 years later Orville and Wilbur Wright demonstrated their flying machine to many of the crowned heads of Europe. The demonstration, which was the first flight ever achieved in Europe, took place in the center of the present Le Mans racing circuit.

A tourist could occupy himself for days before the race by investigating the sights, sounds and structures that are Le Mans. But as the event grows closer there are other diversions. In the center of the city, La Place de la Republique, thousands of holidaying Frenchmen, cloth-

capped British enthusiasts and what looks like several divisions of U.S. Army soldiers will be milling. People from countries all over the world and the myriad of passing motor cars are all one needs for a pleasant morning of free entertainment.

On the afternoon of the race you will drive down to the circuit from the city. At any other time of the year this road is as straight and fast and traffic-free as most French roads, but today it will be a solid mass of cars being encouraged along by regularly spaced and excitable gendarmes waving their batons and blowing their whistles. Do as they say, go where directed and do not stop to ask questions. *Les gendarmes*, ordinarily affable, have a tough job to do today and are in no mood for conversation.

The nearest point of the circuit, the grandstand and pits area, is only two miles from the center of the city and you park in a huge sandy field. Canny veterans of previous Le Mans visits will raise their radio aerials and tie suitable pennants on the top for identification.

As you walk toward the enclosure, the special Le Mans atmosphere begins to enfold you. It will hold you in its grip for the next twenty-four hours. Your ears will be

delighted by the inimitable sound of light French music underscored by the stirring sound of powerful engines revving in the pits area. On all sides you will see parties of French families carrying outside picnic baskets packed with delectable foodstuffs, litre after litre of wine, collapsible stools, portable radios, folding picnic tables and probably a tent or two. These people, it becomes obvious, like to equip themselves suitably for the twenty-four hour festival.

Fortunately, you have a ticket in one of the big *tribunes* or grandstands, facing the pits area and scoreboard, each named after a famous French racing driver of the past. The view from these *tribunes* is magnificent, stretching all the way from White House Corner, almost a mile down a slight incline on the right, to the Dunlop Bridge, the first right-hand corner from the start and the hill beyond to your left.

The public enclosure below your *tribune* seat will be packed at least twenty deep, long before the race starts. Across the dark ribbon of track are the finest pits in the world. They have a curiously unfinished appearance as if the plasterers and painters had wearied of their work or had gone on a long, long lunch hour. Decked in

a colorful row of flags is a standing-room-only grandstand in two tiers. By midday on Saturday, there will be no room here even to light a cigarette.

Throughout the race you will be able to divert yourself in carnival fashion. When dusk falls you can make your way through the tunnel beneath the grandstands to *Mon Village* where accessory manufacturers' stands are brightly lit, interspersed with even gayer kiosks selling every imaginable form of food and drink known to man. There is considerable American influence here manifested in hot dog, hamburger and soft drink stands. They are always well attended.

Down by the Esses you find still another facet of Le Mans. The noise from innumerable loudspeakers and the contrasting intervention of exhaust bellowing and screaming tires is prodigious. The lights from the marquees and tents set up by enterprising entertainers challenges Coney Island. It's all there, shooting galleries, dodgem cars and even lady wrestlers.

This goes on all during the night, but so does the motor racing which is what most have come for. Without the color, however, Le Mans would not be the great spectacle it is.

A crowd gathers during a Corvette pit stop.



Wide open on the Grandstand straightaway



Cunningham's experimental Jaguar gets the flag





WESTWARD TO THE RALLY

people poured into the state of California to begin the frantic search for gold. Some 112 years later a new band retraced the steps of the '49ers, still searching but on considerably different terms. This latter-day group was the 160 entrants in the San Francisco Region of the SCCA's Golden West Rally. They passed through some of the most colorful country in the history of the opening of the West.

Hangtown, Fair Play, Diamond Springs and Oroville—all are town names that smack of gold hungry '49ers. And indeed these old towns located in the heart of the Sacramento Valley were once invaded by prospectors, card sharps and, surprisingly enough, honest businessmen, during the great gold rush days. Consider Jackson, California, where rallyists met their first checkpoint and rest stop. This had been a favorite stopping place for weary miners, too. Their stops, however, were usually of greater duration. The town was along the "mother lode" vein and miners stopped by for relaxation and refreshment.

Then the rallyists drove through Diamond Springs, where appropriately the town's leading hotel had been named the Golden West. No stop here though; rallyists drove on to one of the most interesting cities in the area, Placerville. It was here that men such as Mark Hopkins, who became a giant in American railroading, got his start as the local grocer. Phillip Armour, the corner butcher, went on to establish a meat packing empire. It is surprising that these pillars of American industry were not the men responsible for Placerville's lasting fame; it was her violent vigilantes. Placerville became known as Hangtown, immortalized in song and story. She managed to live up to her name as far as several 20th century rally contestants were concerned, too. They got "hung up" on alleys and dead-ends that the inhabitants didn't even know about!

Nightfall brought the party into Oroville where lodging and a banquet awaited them at the Prospector's Village Motel. Prizes were awarded to the top ten teams of the first day's run and stories were swapped about the day's



Where it all began



"That's how it was, moving West."



Oroville, dining in the glow of the gold town past

"Now if I can beat them to the pass I'll be at the Checkpoint in time!"



San Francisco Region of SCCA Presents the Third Annual Golden West Rally

*They suddenly stopped on a very high hill
With wonder looked down upon old Placerville
She sighed when he said and cast his eyes down
"Sweet Betsy, my darling, we've got to Hangtown."*

*Verse from California Miners' Song
"Sweet Betsy from Pike"—1850's*

It was only a few months after James Wilson Marshall found a few flakes of gold on the banks of the American River that some 100,000



Headin' for the last roundup



adventures, especially the infamous gimmick. The gimmick was that each time a county line sign was passed, the next instruction listed on the four-page guide was to be crossed off. All this was designed to make navigators coordinate visual, as well as computed, information. Some had trouble. The biggest news of all was that the first car wouldn't be off until 8:01 the next morning. Quite a difference from the 6:01 A.M. start of the first day's run.

The driving was deceptively easy Sunday morning, May 22, as major highways led the sportsters winding through the beautiful Napa Valley, home of California's famous vineyards and wineries. After lunch at Calistoga, how-

"They're reaching the pass now!"



We Indians held our first big rally at the Little Big Horn



ever, the roads became more difficult and isolated. Twisting roads briefly followed the Russian River through part of the Sebastopol apple country and then led into the woods. Narrow asphalt roads compelled one car to pull onto the shoulder when meeting another car on the road. Think of a poor farmer having to pull onto the shoulder eighty times to let the rallyists by! The farmers fought back, however, and on more than one occasion sports car enthusiasts had to yield the right of way to an oncoming herd of cattle. All part of a day's adventure on a Western rally.

Sunday evening saw these Californians right back where they started from, Rickey's Rancho Rafael Motel in Ignacio, just outside of San Francisco. Greeting the teams as they pulled into Rickey's was Gene Hammond, who was the chief organizer and planner of this year's Golden West Rally. The 6,000 miles that Gene and his assistants traveled in laying out the course guaranteed a taxing but varied test of men and machines. Attesting to the skill of the winning driver Homer Richardson and navigator Isobel Blandford was the fact that this team came in from the 600-mile test off the mark by only 49 seconds. Almost equally remarkable was the fact that the winning team's time was closely followed by several other teams. Regardless of scores, all had a fine time at the awards banquet that night and the only complaints heard around the room were that it would be another year until the next Golden West Rally.



The ambush; Checkpoint No. 1



This little respite was not in the instructions



Heroes and Heroines of the Golden West.



An aerial view of America's newest and highest (elevation 6,500 ft.) Driving Course, The Continental Divide Raceways.



A learned lean on the serpentine

COLORADO CORVETTE CLUB

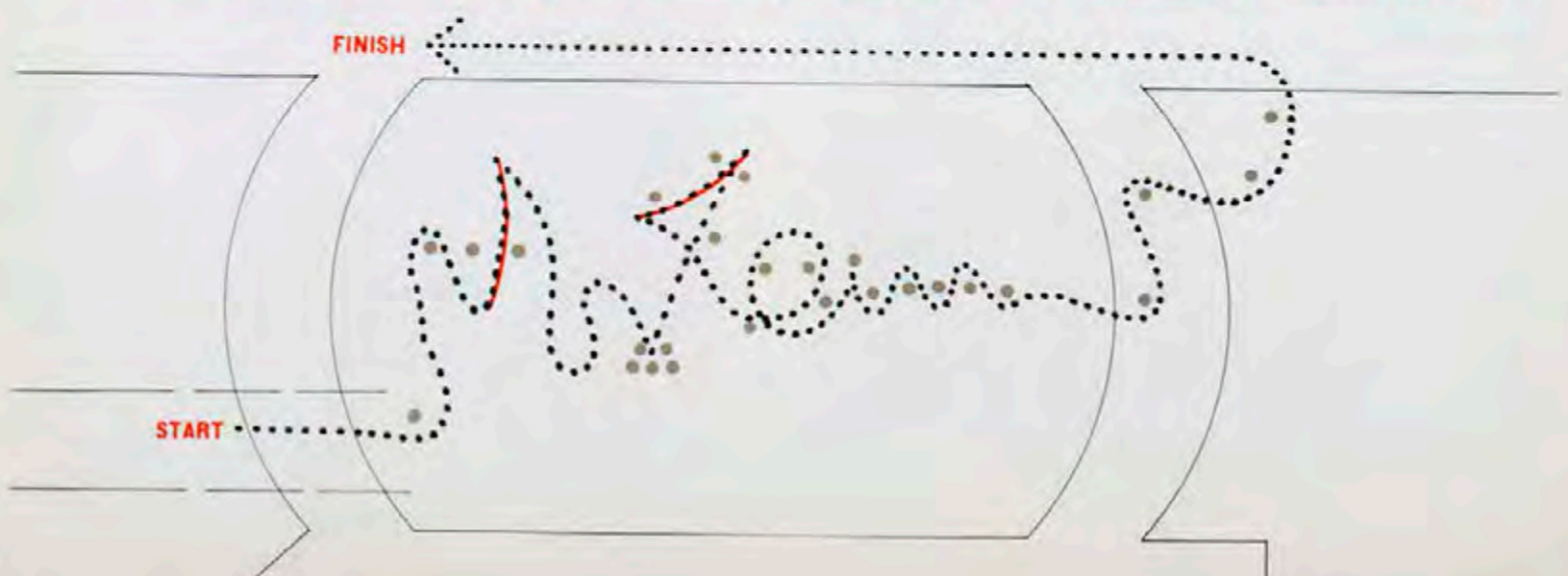
Most gymkhanas are difficult affairs to arrange. They usually must be held in the vacant parking lots of shopping centers, schools or municipal buildings on non-business Sunday afternoons. After all, ready-made courses are not just for the asking. Not unless you happen to live in Denver, Colorado, and belong to the local Corvette Club, that is. For this fortunate club, the thrill of staging such an event took place on America's newest course, the Continental Divide Raceways, last May 15.

This is the only course of its type between the Mississippi River and the West Coast. It is located in the foothills of the Rocky Mountains, some 31 miles south

of Denver. The track consists of 10 major turns, as well as straight stretches, tricky chicanes, tight esses and up-and-down grades. It presents a rigorous challenge to drivers and closely simulates actual road conditions.

Once arrangements had been made with the Raceways' owner, Sid Lansom, Club President Lloyd Bryant and Event Chairman Lou Lilly went to work preparing a gymkhana course to live up to the fine facilities of the Raceways. It was Lou Lilly, incidentally, who piloted the Camoradi Corvette to a tenth place finish at the recent Le Mans race. Appropriately enough, it was decided that a Le Mans start would begin the gymkhana. Gold pylons

Gymkhana Course layout in Raceways pit area; gold markers indicate pylon guides while red lines designate sections to be traveled in reverse.



DOES THE CONTINENTAL

(check the map) designated the Serpentine Run. A 2.8-mile regularity run at an average of 40 m.p.h. was to follow. After garaging for the third time, entrants were required to brake, stick a straight pin into an anchored balloon and drive on. (Interestingly enough, this seemingly simple stunt snafued several teams.)

Beautiful awards, donated by Luby Chevrolet, were given in two classes: cars under 3,000 C.C. displacement and cars over 3,000 C.C. displacement. In the under 3,000 event, Virgil Denzer and John Rodgers were the first place trophy winners. They piloted an Austin-Healey. In the over 3,000 class—all were Corvettes—

Joe Gregorich and Jerry Reiter were the narrow winners with an overall time of 234.9 seconds for the course run.

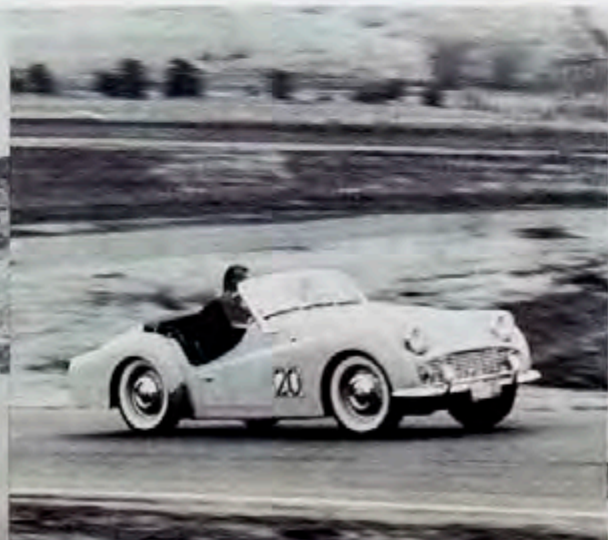
The gymkhana was another highpoint in the history of this Corvette Club. In the several years of its existence the club has had many events, trying to hold at least one event each month.

The club also encourages its members to take part in civic activities. Last year, for example, the Corvette Club entered the parade that precedes Leadville, Colorado's annual burro race over the Continental Divide. Club membership is not restricted to the Denver area, members often coming from 200 miles away.

Pylon piloting is tricky business



A regularity run followed



Rewards of rallying, well done





LONG ISLAND CORVETTE OWNERS ASSOCIATION—The newly formed Long Island Corvette Owners Association recently held its first formal affair, a Sunday dinner outing. Eleven Corvettes carried the twenty-two members present through the hilly New England countryside to the small town of Cos Cob in southern Connecticut. The outing was designed to give members of the new organization a chance to get acquainted. According to president G. T. Reynolds, Jr., it was a resounding success.



DON ALLEN CORVETTE CLUB OF MIAMI—The Don Allen Corvette Club of Miami, organized in March of this year, has planned an ambitious program of activities. Coming events include picnics, rallies, gymkhanas, attending races as a group and a flying trip to the Corvette plant in St. Louis for an inspection tour. Two well known honorary members of the D.A.C.C. are Jim Rathmann, the 1960 Indianapolis 500 winner and Lloyd "Lucky" Casner, president of Camoradi U.S.A. Racing Team, who has two racing Corvettes which compete all over the world.



WEST POINT CADETS GO CORVETTE—Pictured above are eight of the twenty-seven cadets of the United States Military Academy who purchased new Corvettes during the past academic year. Joseph Chiarella, the dealer in Fort Montgomery, New York, who made the sales, unfortunately was unable to get all the busy cadets together for a group picture.



HORSEMEN CLUB OF WICHITA—President Roger Kilborn (right foreground) of the Horsemen Corvette Club of Wichita, Kansas, was presented the 1960 Corvette trophy by Mauri Rose, famous driver and three-time winner of the Indianapolis Speedway classic. The 20-member Wichita club was formed in the fall of 1959.

WESTERN NEW YORK CORVETTE CLUB OFFERS POINT SYSTEM

The Western New York Corvette Club recently forwarded an article to Corvette News which should be of interest to all Corvette clubs across the country. The article concerns a way to determine an outstanding club member who will be awarded the annual Corvette trophy. The self-explanatory point system, reprinted below, is an excellent means of promoting a spirited, objective competition among club members and might serve as a useful guide for others.

Point System for Outstanding Corvette Member Award

- | | |
|---|-----------|
| 1. Attendance at Corvette Club business meetings and social events | 10 points |
| 2. Starting a Corvette Rally | 10 points |
| plus, for finishing | 20 points |
| plus, for top 20% (or trophy) | 15 points |
| 3. Participating in a Corvette Club Gymkhana | 30 points |
| plus, for top 20% (or trophy) | 15 points |
| 4. Participating in a Corvette Club speed event | 30 points |
| plus, for top 20% (or trophy) | 20 points |
| 5. Participating in Concourse d'Elegance | 15 points |
| 6. Organizing or working on a Corvette Club event (social, competitive or special) | 15 points |
| Chairman | 45 points |
| Worker | 30 points |
| 7. Points will be awarded for participation in other bonafide Corvette Club events in other regions, with the exception the points received will be by a fraction of 50% with a maximum of three events to count. However, the member may select his three best outside events. | |
| 8. Obtaining a new Corvette Club member | 15 points |
| 9. Officers and directors of the W.N.Y. Corvette Club shall not be awarded points for the normal discharge of their duties. | |
| 10. Each member shall be responsible for the reporting of his own points to the committee chairman. | |

COMING EVENTS

THE NORTHERN CALIFORNIA CORVETTE ASSOCIATION plans to hold its first major sports car road race on September 10 and 11 at Cotati Raceways, located just south of Santa Rosa, California. Club president Fred Wetton has extended an invitation for all licensed road race drivers to participate in the event. Spectators will also be welcome. Proceeds will be donated to the Easter Seal Societies of the Greater Bay Area to aid research projects for crippled children and adults.

CORVETTE-CLEVELAND extends a cordial invitation to all Corvette enthusiasts to join in the club's third annual luncheon tour of the Molded Fiber Glass Body Company plant in Ashtabula, Ohio. The date of the event will be Saturday morning, October 1, 1960.

The plant manufactures all of the Corvette fiber-glass body panels, which are later assembled at St. Louis. Production will be in full swing on the all-new 1961 model at the time of the tour.

For further information, call or write

Andrew J. Baumgardner
4428 Gamma Avenue
Cleveland 5, Ohio
DIamond 1-7202

CORVETTE CLUB

DIRECTORY



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
Gene Shroyer, Secretary
P. O. Box 57
Litchfield, Arizona

Cochise Sports Car Club

Nancy Stepp, Secretary-Treasurer
Box 402
Sierra Vista, Arizona

Sahuaro Corvette Association of Tucson

Chuck Pettis, Secretary-Treas.
P. O. Box 5197
Tucson, Arizona

CALIFORNIA

Coureur 'd Corvette

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Corvettes Limited

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Mrs. Nadine Suess
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Dick Kangas, President
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California Corvette Association

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

Riverside Corvette Club

Mr. Jim Maxwell
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Sunnymead, California

COLORADO

Corvette Club of Colorado

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2707 S. Hazel Court
Denver 19, Colorado

CONNECTICUT

Thames Valley Motor Sports Club

John Beck, President
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New London, Connecticut

DISTRICT OF COLUMBIA

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Federation de Corvette

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R.F.D. #1
Bargersville, Indiana

Calumet Corvette Club

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J. B. Shaver Motors, Inc.
3699 Broadway
Gary, Indiana

Hoosier "500" Corvettes

Tom Limpus, President
355 Albany
Indianapolis 3, Indiana

Michiana Corvette Club

Leo Tscherchtelin, 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

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Organizational Chairman
4212 S. 2nd Street
Louisville, Kentucky

MARYLAND

Corvette Club of Baltimore

Clint Kearney, Jr., President
Parkton, Maryland

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Corvettes of Massachusetts

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

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

Capital City Corvette Club

James P. Hoppin, President
P. O. Box 146
Lansing 1, Michigan

MINNESOTA

Corvettes of Minnesota

James E. Edlund
2049 No. Snelling Avenue
St. Paul 13, 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

Mr. Ken Anderson, President
P.O. Box 675
E. 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

Mr. 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 245
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

Buckeye Corvettes

Miss Mary Lou Clarke
4009 22nd St., N.W.
Canton, Ohio

Queen City Corvette Club

Mr. John Nueslein
318 E. Sixth Street
Cincinnati, Ohio

Corvette-Cleveland

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

Central Ohio Corvette Club

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

OKLAHOMA

Oklahoma Corvette Club

Mr. E. Lee Kennedy, President
725 N. Broadway
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

Forrest Ratliff, President
Boyd Mullen Chevrolet
P.O. Box 1031
Pasadena 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

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

First National Council of Corvette Clubs Convenes in Detroit

DELEGATES ESTABLISH FRAMEWORK FOR A NATIONAL CORVETTE ORGANIZATION

For the short space of three days, July 1st through the 3rd, Detroit could lay claim to being the Corvette Capital of the world. Nearly 100 Corvette Club members, from across the land, met in the Motor City to discuss the possibility of a central organization for all Corvette owners—a National Council of Corvette Clubs.

The idea for such a council was born over a year ago in Washington, D. C., when four Corvette Clubs gathered to discuss mutual problems. Such a council, it was agreed, would (1) create further interest and enthusiasm for the Corvette among sports car people, (2) bring individual Corvette Clubs additional prestige and national recognition, and (3) serve as a representative voice for the individual Corvette owner. This was an ambitious project, and the Corvette Club of Michigan requested the responsibility of serving as host for the first meeting.

Not long after the delegates opened their first business meeting it became apparent the entire group favored the council idea. The next step was to provide a foundation for the new project. Committees were formed. They were to draft a constitution for the national council, to provide interclub information and to provide agendas

and locations for further meetings. The constitution, drafted and approved, will be ready for distribution in the fall and copies of the proceedings will soon be sent to every Corvette Club in the United States. At the end of the meeting, Detroit was accorded the honor of being the first city to serve as Corvette Council Headquarters.

Local club members who desire further information may obtain it by writing to the National Council of Corvette Clubs, in care of the Corvette Club of Michigan, Detroit, Michigan.

The convention, however, was not confined to business alone. On Friday night, delegates registered, had dinner, and enjoyed hospitality at a welcoming party given by a number of Detroit area Chevrolet dealers.

Saturday afternoon, many delegates went to the General Motors Styling Center for a tour through the buildings. One of the highlights of their visit was the

display of experimental cars, including the Firebird III, a gas turbine engine prototype.

An evening of dining and dancing awaited the delegates that night at Warren Valley Country Club as guests of the Chevrolet Motor Division. A telegram congratulating the delegates on their first convention came from Mr. E. N. Cole, General Manager of the Chevrolet Division and was read by Mrs. Anne Featherstone, President of the Corvette Club of Michigan. Mr. Joe Pike, Assistant National Sales Promotion Manager, in charge of Corvette, was on hand to speak to the delegates and to deliver a personal welcome from Mr. Gene Staley, Chevrolet General Sales Manager. Mr. Robert Zimmerman, of Chevrolet Research and Development, discussed his recent trip to Le Mans, France. Bob spent most of his vacation in France as the guest of Briggs Cunningham setting up and maintaining

the Le Mans Corvettes.

After a somewhat cloudy Sunday morning, the group gathered at the Oakland County Sportsman's Club, just north of Detroit, for a gymkhana. The course set up by Corvette Club of Michigan's Competition chairmen, Ernie Mohawk and Art Sutphin, was unique in that it was laid out over a tricky 1.4-mile long road circuit. Hay bales around the course kept activities within reason. Proof of the host club's hospitality came when visting delegates carried off most of the awards.

Next year, The Tidewater Corvette Club, located in Virginia, is hosting the convention at Virginia Beach, Virginia. If the enthusiasm of the members attending the first convention is any sign of the future, quite a few Corvettes will be seen in the vicinity of Virginia Beach next year.



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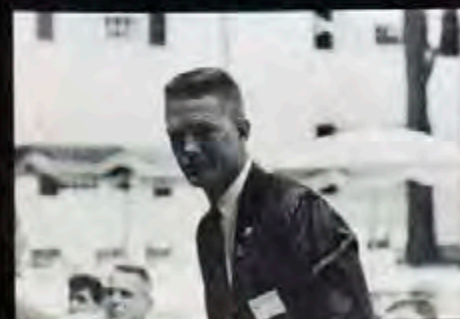


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HUSTLING HOOSIERS

HOLD A CORVETTE DRIVEAWAY



Corvette caravan with police escort heads for downtown Indianapolis.



78-car Corvette pit stop at the famed Indianapolis Speedway.



Everyone was extra careful on the deadly northeast turn.

The roar of 78 Corvette engines reverberated through empty framework structures of the Indiana State Fairgrounds one day last March. This was no team of stunt drivers practicing to a vacant audience. What was taking place was the start of one of the most ambitious sports car caravans ever to hit the broad avenues of Indianapolis, Indiana.

Behind the project were an energetic group of Corvette salesmen, who, in the Fall of 1959, formed a new and different type of Corvette Club. The members call themselves the "Hustling Hoosiers." And "hustle" they do. The group is dedicated to making the midwest the sports car equal of the east and west coasts. Coastal Corvetters take note! The problem was twofold: first, get a large group of owners into their new Corvettes; and second, stage an event for the group. Both were solved simultaneously by staging the driveaway. (Technically, a driveaway is a parade of a large group of new cars. It sounds relatively simple, but it wasn't.)

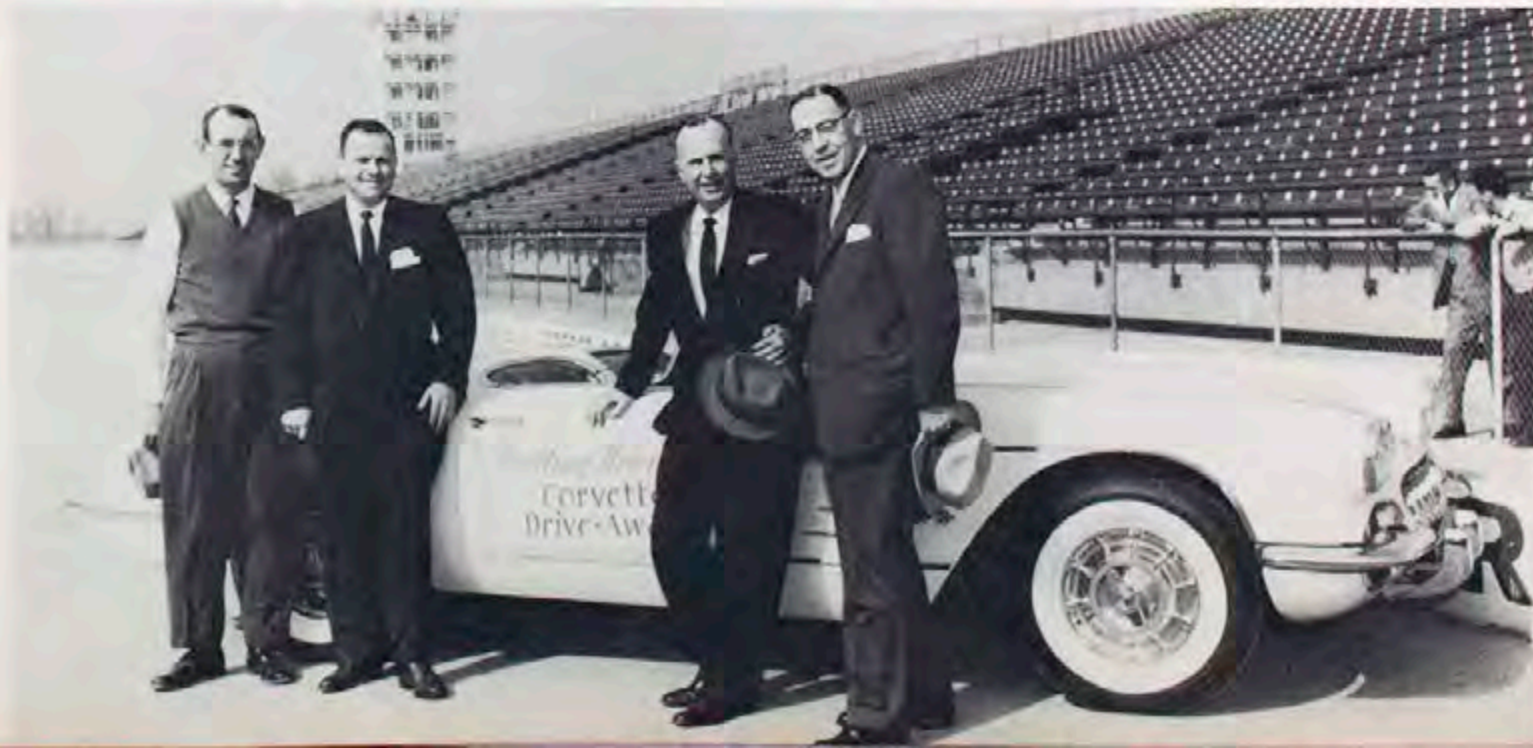
The steel strike, then winter weather caused postponement of the event, but the undaunted Hoosiers tried once again. On Tuesday, March 29, they met with success. After a sumptuous kickoff luncheon at the Indianapolis Athletic Club, participating members of the driveaway were transported by chartered bus to the Indiana State Fairgrounds. Each of the 78 gleaming

Corvettes had come to the Fairgrounds directly from the St. Louis Corvette Plant. Drivers quickly claimed their respective cars. For those owners who couldn't make it to Indianapolis for the parade, happy dealers were all too ready to drive the new Corvettes themselves.

One after another the drivers filed out into the city streets and wound their way towards downtown Indianapolis. An escort of twelve motorcycle policemen cleared the way. Press, radio and television announcements had given the natives fair warning of the coming caravan. Crowds lined the streets to watch the gala event. After arriving at the impressive landmark, Monument Circle, in the center of downtown Indianapolis, the Corvettes proceeded to the world's most famous racetrack, the Indianapolis Speedway. There, drivers experienced the thrill of giving their cars a shakedown spin around the 2 1/2-mile oval. This marked the first time that any cars, other than for testing or actual racing, had been allowed on the fast track.

Harry Heathman, Chevrolet's Indianapolis Zone manager, who had a great deal to do with the success of the driveaway, certainly made good his promise that the 78-car Corvette parade would be one of the sportiest sights Indianapolis ever laid eyes upon. (For those who are wondering, Mr. Heathman managed to drive one of those sporty new Corvettes in the parade himself.)

The men responsible for the Hustling Hoosier sports car driveaway: Mr. Clarence Cagle, Supt. of Track; Mr. H. E. Heathman, Jr., Chevrolet Indianapolis Zone Manager; Mr. A. W. Bloemker, Director of Publicity; Mr. J. D. Thompson, Chevrolet Midwest Regional Manager.



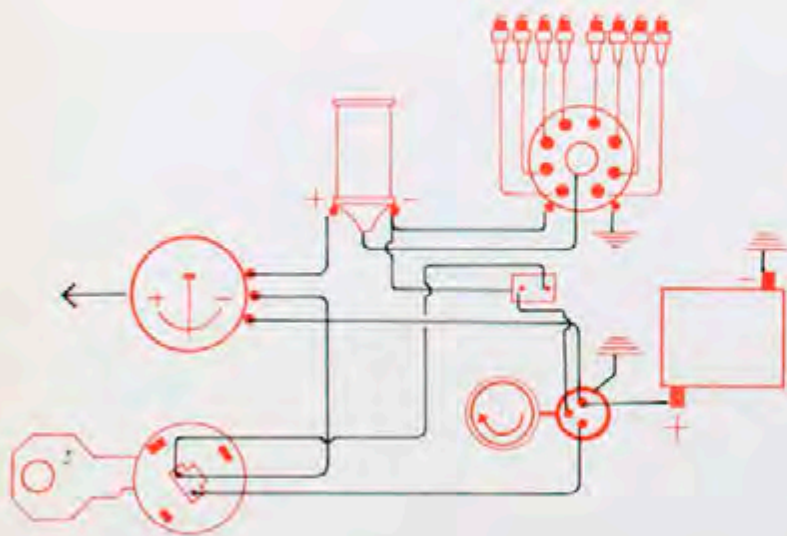
HEART OF CORVETTE

One of the least understood parts of a car is its electrical system. Top Corvette performance demands top electrical system condition.



WHY IT'S THERE

Starting the Corvette with a crank handle is a joy few owners would welcome. The ignition key makes this task much simpler, since starting is one of the basic purposes for a battery ignition system. Once the car starts, the generator charges the battery and the reserve current supplies ignition and all other electrical components.



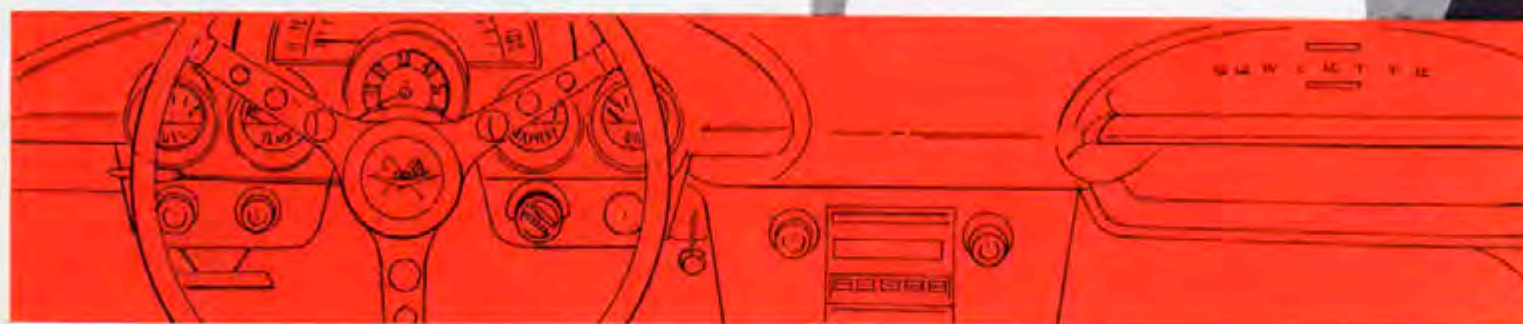
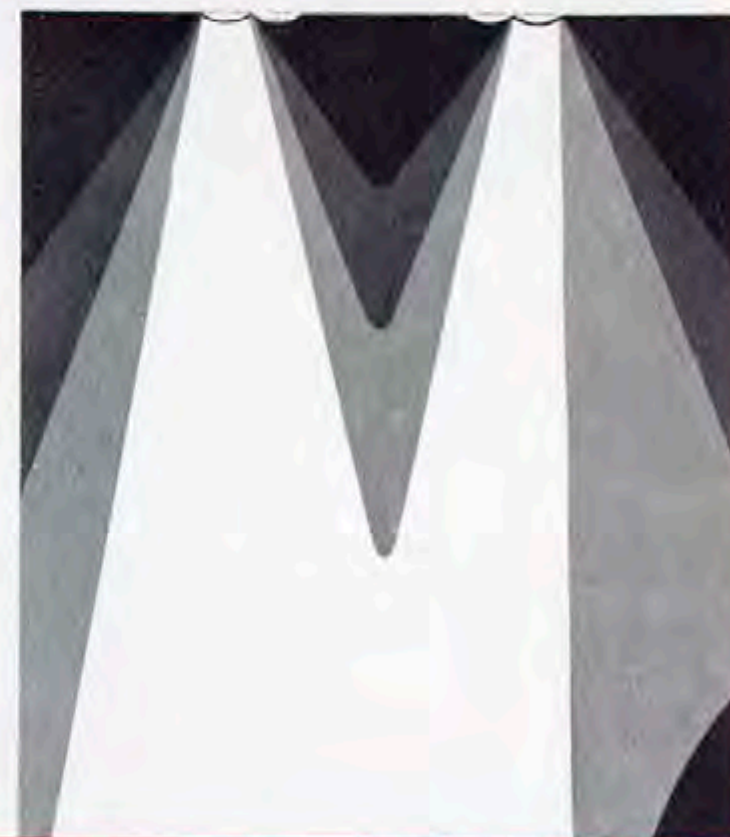
The ignition system. For starting, a battery, key starting switch, solenoid, and the starting motor operate momentarily. Corvettes are equipped with a Delco positive-shift starter that engages the starter gear before it cranks the engine for smooth, clash-free starts. The ignition—battery, coil, distributor, spark plugs, and wires—furnishes the spark to keep the engine running. A special ballast resistor, located under the hood, drops coil voltage for normal engine operation. During starting, the starter motor draws a very high amount of current from the battery. This current draw causes a voltage drop. For easier starting, the ballast resistor is bypassed allowing full battery voltage to enter the coil. After the engine starts, the key returns to "ON", and the ballast resistor is switched back in automatically.

The spark plugs are fired from the coil through the distributor cap. The lower half of the distributor contains the points, condenser, and timing advance mechanism. The action of the points opening and closing causes a high voltage to appear across the secondary winding of the coil. At the same time the rotor has connected the coil with a plug, a very high voltage—about 12,000 volts—fires the fuel charge in the cylinder. The condenser plays an important role in performance. What it does, primarily, is to prevent the coil from firing back through and burning and pitting the points. Exact condenser theory is beyond the scope of this article.

Road lights, signal lights, and interior lights are an integral part of the electrical system. Corvette's efficient 4-headlight system puts a safer pattern of light on the road on "low" beams, and an intense, far-reaching pattern on "high" beams. Parking and turn signal lights use a common wiring harness and lamps with two filaments as part of the lighting equipment. At the rear, the

lamps serve a dual purpose as taillights and as stop and direction signals. Laws in most states require that a red light stay on as long as the brakes are applied, warning following drivers of an intended stop. Further legal requirements make a license plate light necessary. Inside, the panel lights and optional courtesy lights are switch-controlled.

Lights at night. The improved four headlight system, standard on all Corvettes since 1958, replaced the two headlight system that was a compromise between low and high beams. In the two headlight system, both low- and high-beam elements can't be placed at the exact focal center of the reflector, and the high beams are favored over low. The result was less than satisfactory lighting on low beams. With the four headlight system, the outer two low beams are at the exact focal center improving the pattern and supplying a longer path of light on low beams. On high beam position, the inner lights come on, and the outer beams shift from "low" to "high". Since the inner lights are at focal center they throw the longest beam. The outer lights, also on "high" beams, but offset slightly from center-of-focus, act as "fill-in" light. Total high beam wattage available from the four light system is 150 watts—compared to 100 watts with the two headlight system. The four headlight system puts a brighter, more uniform, and more precisely aimed pattern of light on the road at night—both on low and high beams.



Instruments indicate engine performance. The fuel gauge operates from a sender unit located inside the tank. A reasonably calibrated gauge on the instrument panel indicates when it's time to fill 'er up. The "Temp" gauge operates from a sender unit located in the intake manifold water passage to a calibrated gauge on the instrument panel. The ammeter is connected in series with the ignition system and indicates a relative charge or discharge condition of the system. It does not indicate whether the battery is charged or even battery condition. It merely indicates the generator is supplying more current than the load requires, and how much. A voltage regulator prevents excessive overcharging that would damage the battery. Speedometer, odometer, tachometer, and oil pressure gauge are not electrically operated. The

clock is mechanically operated and electrically wound. Owners occasionally hear a "Thungggg" sound as the winding mechanism operates in the clock.

Other electrically operated items include 2-speed electric windshield wipers, horn, heater motor, radio, power windows, power top, courtesy lights, and emergency brake warning light. The power windows are fully electric, and the power top mechanism is a combination of an electrically driven pump and hydraulic cylinders. Owners with the power top mechanism will find it prudent to check the level of the fluid in the cylinders, keep everything clean and free of dirt and oil, and the electrical connections clean for smooth, consistent operation. Regular preventive maintenance will keep Corvette accessories operating properly.

ELECTRICAL TIPS

for top Corvette Performance

Battery—On cold winter mornings or rainy nights, it's no fun contending with a dead battery. Normally, the original equipment Delco battery should last some three years or longer. Follow these suggestions for best battery life:

- Keep it clean. Don't allow dirt to remain around the terminals. At regular intervals, it's good practice to clean the cable clamps and battery posts. This prevents dirt from causing high resistance leading to hard starting. Clean with a soda solution, and coat the terminals with grease or petroleum jelly.
- Make sure the battery hold-down bolts are tight. A loosely mounted battery might crack. The heat shield should always be installed with the battery.
- Keep the fluid in the cells up to the prescribed level, and use distilled water. Don't fill during freezing weather unless the car is driven to mix the solution. Hint: don't check the battery with an open flame. Hydrogen gas, produced by the battery, burns—*very* quickly.
- Driving a short distance can actually discharge the battery. If the charge is low, it is better to have it charged than to drive it a very short distance. When the battery is being charged, a slow charging rate is preferred to a quick or "surface" charge. Remember, a run-down battery *will* freeze.
- Be sure the fan belt is tightened to correct tension. A fan belt that's too loose will slip and not drive the generator. Too tight a fan belt will wear the generator bearings prematurely.

Ignition and its effect on performance

—Good spark plugs, points, condenser, coil and wiring keep Corvette performance tops. Normal operation will cause points and plugs to wear. Cleaning and adjusting restores the Corvette ignition to design performance. Hint: don't be fooled by "hot" coils, special spark plugs, and the like. Many of these so-called "hot performance" items are about as old as high button shoes, and will improve performance about as much. Delco coils are engineered to Corvette performance specifications, and are matched to specific engines. Correct wiring, kept

clean, correct heat range plugs and properly adjusted points will keep the Corvette engine at top efficiency and mileage. Owners are also advised against excessive timing advance—particularly on fuel injection engines. Trying to "road time" a fuel injection engine can easily cause conditions leading to total destruction. Use a timing light, dwell meter, and follow the published advance curve for each engine. If the ignition ballast resistor should burn out, the engine will start, then immediately die, because the circuit is open and no voltage reaches the coil. Replacing the unit will cure the trouble, if all else is operating properly.

Don't overload the generator—The Corvette generator has ample capacity to fully charge the battery with all factory installed accessories operating, even in cold weather, so long as the engine is operating at sufficient speed to charge and the fan belt is tight. Many owners like to add accessory lights, horns, and radio equipment for pleasure and safer driving. Before adding electrical items, determine the current drain of each. If the total current drain of all equipment plus accessories is less than the rating of the generator, it is probably safe to add the accessories. If, however, the current drain approaches 90 per cent of, or *exceeds* the generator rating stamped on the nameplate, it is best not to add the accessories, otherwise, replace the generator with a higher capacity unit. Remember, though, the voltage regulator is matched to generator output. If you change a generator to a *different* capacity, you must change the voltage regulator to match generator capacity. Check with your parts man at your dealer's to be sure. Such substitutions are not recommended by the Chevrolet Division and no warranty is issued or implied. To figure the current draw in amperes, divide the watt rating by 12 volts, (6 in early Corvettes) to determine the current rating. For instance, a 50-watt road lamp will require $\frac{50}{12}$ or 4.2 amperes to operate it fully at 12 volts.

Finally, keep all electrical contacts clean. A well cared for electrical system will operate for long periods of time with relatively little maintenance, adding fun and pleasure to Corvette driving.



