

CORVETTE NEWS

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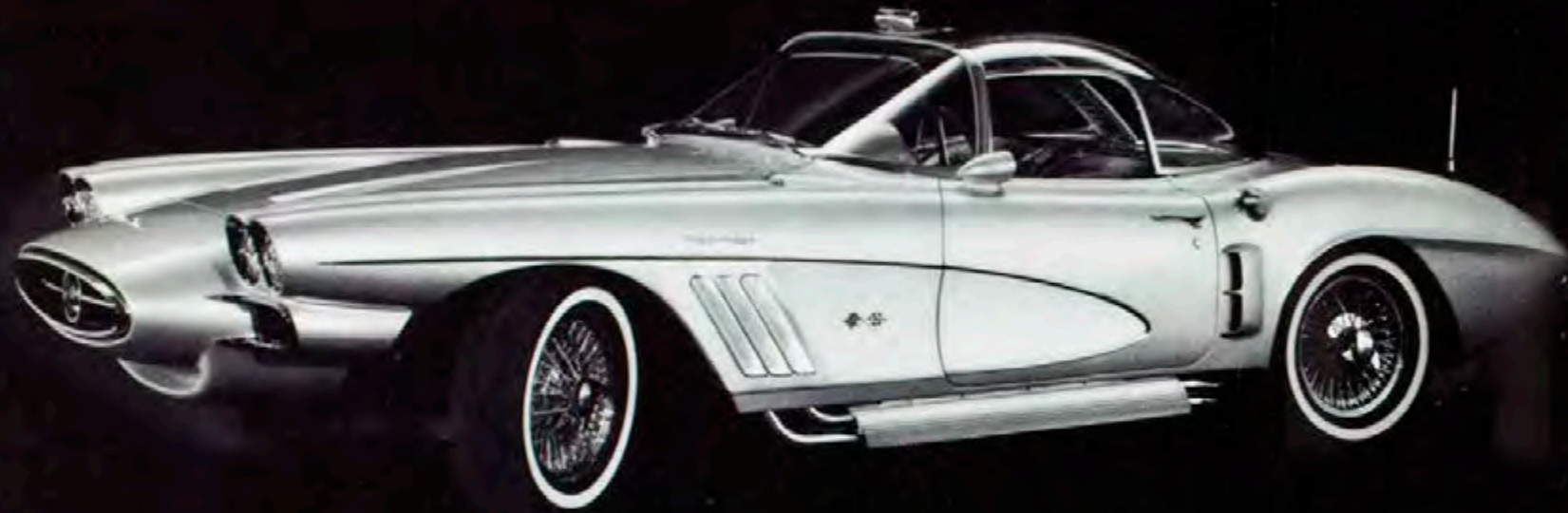
THE CORVETTE OWNERS' MAGAZINE



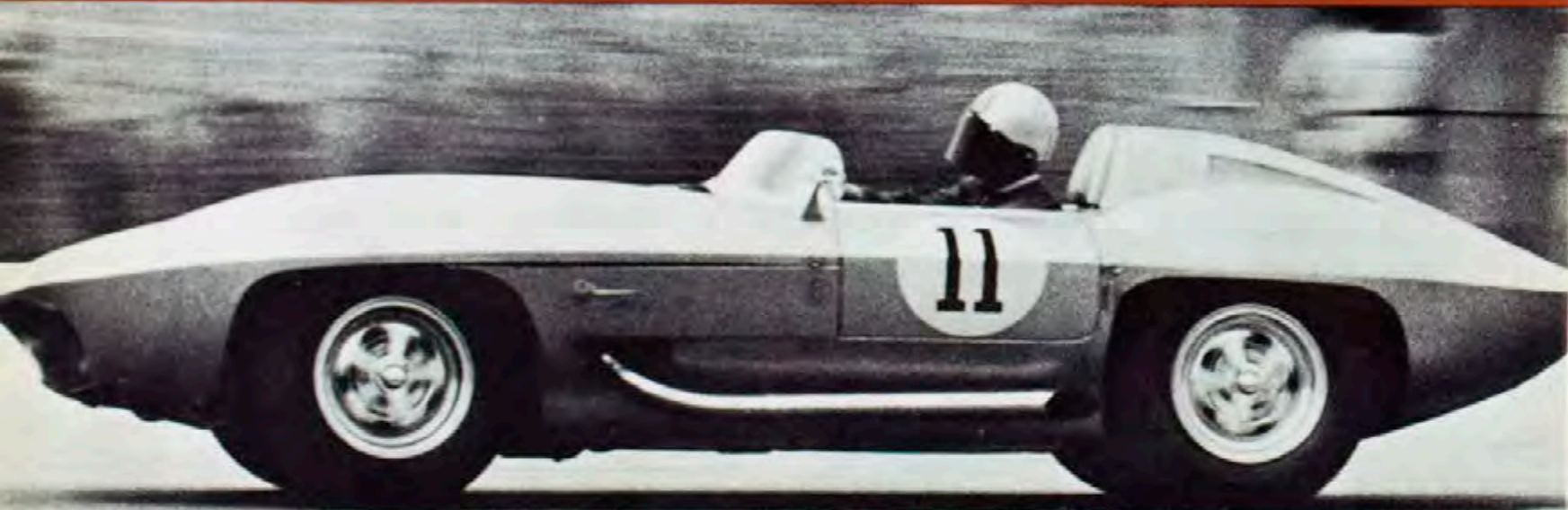
CORVETTE NEWS



PUBLISHED FOUR TIMES A YEAR



XP-700—Experimental styling showpiece designed by the General Motors styling staff for exhibition. A unique twin-bubble top has an aluminum coating to reflect the sun's rays, and a special center roof strut with exhaust vents. The cockpit features special luxury appointments for both driver and passenger, and an overhead rearview mirror is mounted outside the car for added safety. Exterior styling combines recognized Corvette elements with crisp highlights front and rear. Though not for sale, the XP-700 is based on standard Corvette chassis and suspension, and is equipped with a Ramjet Fuel Injection V8 engine. The XP-700 is currently appearing in various automobile shows and special exhibits throughout the country.



STINGRAY—Corvette-powered experimental car that has seen action throughout the country. An ultra-thin fiber glass body, with bonded-in aluminum stiffeners, is attached to a multi-tube space-type frame. The engine is a 283-cubic-inch Corvette V8 with Ramjet Fuel Injection, and features aluminum cylinder heads with larger intake valves, 10 to 1 compression ratio, special exhaust manifolds, and develops 315 horsepower at 6200 r.p.m. The transmission is a Corvette 4-Speed with revised gear ratios. Suspension is by independent coil springs in front, and coil springs with DeDion tube and four-bar link location angled to control lateral motion in the rear. Halibrand magnesium knock-off wheels are used. Brakes feature sintered-metallic linings with inboard brake drums at the rear, and power assist. The Stingray has a 92" wheelbase, 51.5" tread, 68.6" over-all width, and is 175.3" long. Height, at the cowl, is 31.5".



PG. 4
Daytona Beach



PG. 10
Driving in Competition



PG. 16
Corvette Checkpoint



PG. 18
Corvette Club Directory



PG. 20
Technical Highlights



PG. 24
VIII Rally Acropolis



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.



CORVETTE PUSHES TO VICTORY AT DAYTONA BEACH



Daytona Beach

Under sunny skies, shading palms, and on the world's fastest speedway, sports cars battled for championship points. A production Corvette and a Corvette-powered special swept the top honors.

Take an eager group of sports car enthusiasts and place them in the warm Florida sunshine. Mix with a liberal assortment of sporting machines—Austin-Healey Sprites, Triumphs, Corvettes, Maseratis, Meister Brausers and stir well with extra fine Southern hospitality. That's the sparkling combination of ingredients for the final national race of the Sports Car Club of America Calendar held November 11, 12, and 13, 1960.

The setting for this race was interesting—in that it was a complete contrast from the normal pursuits of Daytona Beach visitors and residents. The ocean, the sand of the "World's Most Famous Beach," the string of motels, gay night spots, restaurants and fun-filled penny arcades offer almost any recreation imaginable. "The Beach"—as it is called colloquially—is the outermost portion of the resort city. Part of a peninsula, Daytona Beach spans both sides of a tidewater lagoon known as the Halifax River. The western section on the mainland is sprinkled with homes of residents and several shopping districts. The eastern section is the center of beach and party activity. Farther west of the city proper is the new multi-million dollar Daytona International Speedway with its now famous two-and-a-half mile stock car course and its three individual sports car courses.

The atmosphere was certainly conducive to both fun and speed in the sun, and that's the way it went, all week-end long.

The Entrants—and Their Crews—As colorful as the cars themselves was the variety of crews that attended. They ranged from elaborate, fully staffed operations, to single entrants who drove to and from the race. Generally, race participants fitted into one of these four categories:

The Single Entrant—Considered by many as the backbone of amateur racing. Typified by Richard Hupperich, from New Orleans, Louisiana, who drove his Corvette to and from the race with a single mechanic, J. N. Brignac. As the "total enthusiast"—these two represent what is generally described as entering "pour le sport"—that is,

Three Challenging Sports Car Courses—Here's the number one course—newest of the three in the Speedway. It's 1.63 miles long and includes a stretch of the main speedway. There also are seven turns with a hairpin, a long, sweeping turn and "esses" to present a challenge to small cars. With the many turns and relatively short "straights," the small cars averaged slightly over 70 mph during their events.

This course, number two, uses the main front stretch of the speedway's 2½-mile oval course, the high 31-degree banked east turn, most of the long backstretch straight and several tricky turns in the infield before cars snake back onto the speedway. This particularly challenging circuit for the bigger cars proved to be quite an equalizer.

Number three course—fastest of the three! It includes almost all of the two-and-a-half mile portion of the famous speedway, plus two hairpin turns in the infield. Both east and west high-banked turns are used and the big bore machines got a chance to "stretch their legs" on this course. Proof of this circuit's potential came on Sunday when the course record was broken twice in the same event.

driving to the event, removing unnecessary bric-a-brac, mufflers, installing roll bar, running in the event, and driving home again. Several other Corvettes and many other cars entered were driven to and from the event, also.

The Organized Team—The polar opposite of the single entrant. Best example of this operation at the event was the Meister Brauser team from Chicago, Illinois. The cars, two Chevrolet-engined specials in tubular frame chassis with aluminum bodies, plus a Formula Junior Isis, were brought down in an enclosed trailer behind a GMC cab. A complete set of spare parts, tires and crew accompanied the cars to care for every need. The Meister Brausers, formerly the Reventlow Scarabs, were mechanically perfect in every detail. And this careful attention to detail paid off during the events.

The Small Team—Typified by National SCCA point champion Bob Johnson and mechanic who towed their Corvette behind a white station wagon. In the wagon were the tool shop and spare parts. Tires were carried on the trailer along with number 3 Corvette.

The Volunteers—Represented by a group of 8 enthusiasts from the University of Florida. They entered two cars—a Sprite driven by Carl Clausen, and an Elva, driven by Tom Parkinson. The crew included four pit men and two pretty timers—Cynthia Clausen and Sally Mitchell. Using "Scuderia Malfunzionè" as their headquarters, a Hillman station wagon, members of the pit crew prepared the Sprite and Elva, identified themselves with coveralls bearing the legend "Scuderia Pig Pen."

NOT EVERYBODY WAS INTERESTED IN SPORTS CARS.



Three Challenging Courses





A CRACKED WHEEL CHANGED WITH SPLIT-SECOND PRECISION.



851 FORMULA JR. STANGUellini GETS THE FINAL TOUCHES.



BOB JOHNSON, B-PRODUCTION CLASS CHAMPION, RECEIVES A FEW WORDS OF ADVICE FROM HIS PIT CREW.

Friday, November 11—Practice and a Formula Junior Race—Friday was devoted primarily to registering the entries as they streamed in from many parts of Florida, the Southeast, and as far away as Denver, Colorado, and Chicago, Illinois. As the cars came in, the owners paid their entry and driver's fees, and took their cars to their respective pits. There, brakes were checked, wheels, tires, and suspensions inspected and readied for technical inspection. Practice laps were driven between 10:00 a.m. and 1:30 p.m. Later, several drivers tried to establish a record run around the big 2½-mile speedway oval. As an added attraction, Bill France, President and Race Director of Daytona International Speedway, was offering a \$10,000 prize to anyone who could break 180 miles per hour around the speedway course.

Several cars—Bob Carnes' "Stiletto" from Denver, the Meister Brausers from Chicago, and the XP-7 Bocar all had an excellent chance to garner this prize. Then, too, the Lister-Corvette of Art Huttinger, the Chevrolet-powered "SHE" driven by Bud Gates, and Causey's "Birdcage" Maserati were hot contenders.

Later Friday afternoon, a 50-mile Pan-American Formula Junior race was run. After this race, several trial runs were made for the 180-mph mark, but the elusive figure remained unattained.

Saturday Morning—The Preliminaries—Outside the big Daytona Speedway, all looked serene and quiet at 7:30 in the morning. Inside, plenty of activity centered in the pits and technical inspection areas. Cars were

checked systematically for brakes, steering, general appearance, working lights, horn, engine displacement and tires. Once the visual inspection was passed, the cars were driven through their brake test—a panic stop from about 20 miles per hour with both hands off the wheel. Cars that didn't pass usually pulled to one side or the other, or didn't lock up a wheel. Cars that did pass locked up all four wheels and stopped in a straight line.

At 9:30, the big bore machinery fired up—the Meister Brausers, Bocars, Maserati and others snorted and huffed their way onto Course #3. Proceeded to the big, 31-degree banked east turn and flat out on the backstretch to the west turn. Off the main oval at a 90-degree turn that leads into the infield. Through the sweeping right turn, the hairpin left and fast right bend back onto the main portion of the road circuit—shifting and braking, then accelerating as if literally shot out of a cannon. The Meister Brausers and the Stiletto offered sonic proof of their prowess, with the honors for the loudest car on the course handily won by the Stiletto. This car—a product of Bob Carnes' "Bocar" enterprise in Denver, Colorado, is powered by a stock displacement 283-cubic-inch Corvette engine. Bob Carnes says, "The engine is standard displacement with fuel injection and a GMC blower. It should put out over 500 horsepower at about 7,000 RPM." Internal modifications to the Stiletto engine include special camshaft, pistons and other modifications to enable this fantastic horsepower output.

All morning the cars practiced on their respective

courses and made timed runs to determine the best lap time for each car. At noon, all of the cars came in off the course and Formula Junior entries set out for practice record runs. After the juniors, a few big machines tried to break the 180-mph barrier and collect the \$10,000 prize, but the mark—and cash—stood.

About 1:30 p.m., the G and H class race ran—with Sprites, Fiat-Abarths, and an Alfa-Romeo and Fairthorpe Minor running. At 2:30, the 10-lap B-Production race, with C, D and E Production included. Bob Johnson, Harvey Hockensmith, Richard Hupperich in Corvettes and Dr. David Lane in a Ferrari Berlinetta lined up on the grid with a string of Austin-Healeys, AC Bristols, Porsches and Triumphs behind.

The flag dropped and a four-way drag race led the three Corvettes and Ferrari into the first turn. At the end of the first turn, Bob Johnson was leading in his Corvette, Lane very close in his 3-litre Ferrari and Hockensmith in a Corvette behind Lane. Next lap around, Lane led Johnson, but not for long, as Johnson's Corvette took Lane's Ferrari in a tight corner to lead the pack as Hockensmith spins out. A lap later, Hockensmith regains his ground and he, too, is pressing Lane in the Ferrari.

Down the straight! Johnson extends his lead over the Ferrari. Hockensmith closes the gap. Into the wicked right-left chicane at the end of the back straight and both Hockensmith and the Ferrari slip too far and leave the course! Momentarily, the Ferrari increases his lead

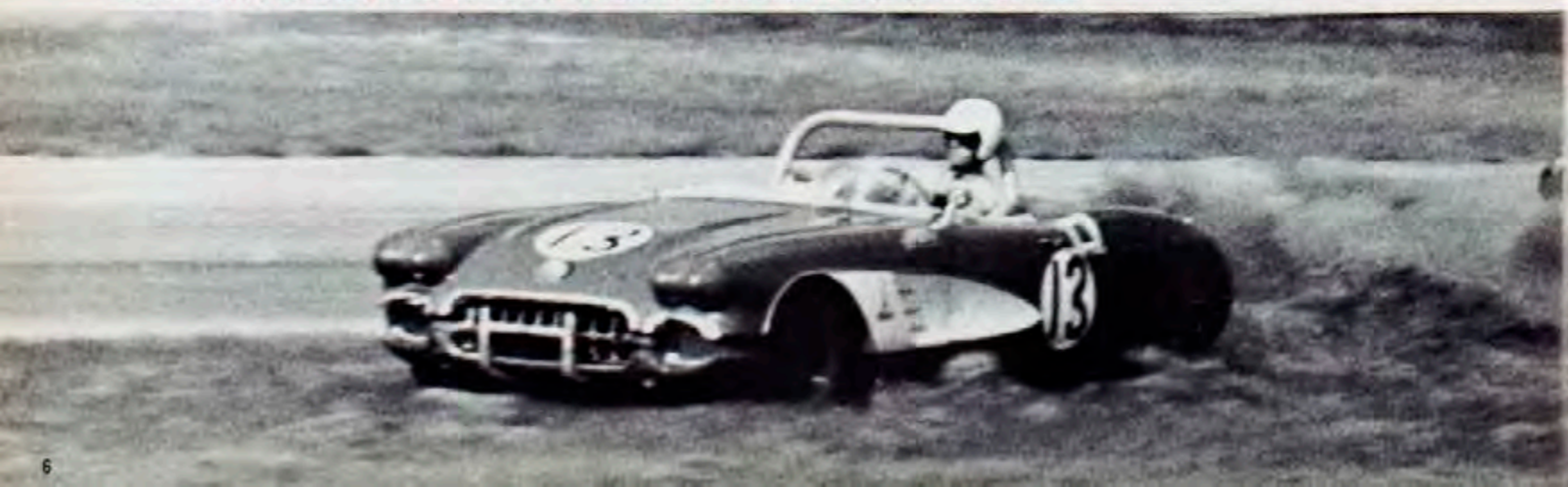
over Hockensmith as Johnson in #3 Corvette pulls away. One lap later, the Ferrari is ahead of Hockensmith into the chicane again—and the Ferrari spins out! Hockensmith pulls ahead of the Ferrari as other traffic holds up Lane's effort to renew the chase. Two laps later—a new race with Johnson, Corvette; Hockensmith, Corvette; Lane, Ferrari; Hupperich, Corvette. One lap later, Hupperich comes to grief on the chicane as he spins into the infield. Several flag-men push him out of the way and he re-enters to finish. Bob Johnson in his Corvette adds slightly to his lead, but Hockensmith keeps right on his heels and drives a brilliant race. The Ferrari falls farther behind.

At the finish it's Bob Johnson, Corvette, first; Harvey Hockensmith, Corvette, second; and Lane, Ferrari Berlinetta, third. Bruce Jennings, from Towson, Maryland, drives his Porsche Carrera well to take a Class C win.

After the Formula Junior Race the Modified cars line up on the grid. The two Meister Brausers, the XA-6 Bocar, a Lister-Corvette, a Chevrolet-powered "SHE" (the initials of the builders) and a "Birdcage" Maserati, among others.

The flag drops. The Meister Brausers, the Lister-Corvette, the "SHE" and the Maserati are all at it into the first turn. All around the speedway course on Circuit #3 and onto the infield for the two left hairpins and sweeping right turn back onto the speedway circuit. It's Augie Pabst in Meister Brauser #0 and Harry Heuer

HOCKENSMITH, #13, SPINS, WHILE JOHNSON, #3, TAKES THE LEAD FROM LANE, #4, IN THE CHICANE.



READY



in Meister Brauser #2 leading the pack. Following are the XA-6 Bocar, the Lister-Corvette, driven by Art Huttinger, and the "SHE."

At the final lap, Harry Heuer in Meister Brauser #2 makes his bid and just does edge out Augie Pabst in Meister Brauser #0 for top spot.

Time Out for Fun—As shadows fall, cars are put under wraps for Sunday's event and the group departs for fun and frolic in Daytona Beach's various gay night spots. Even though it's off-season, there's adventure and fun in the air as groups of sports car buffs collect at this rendezvous and that to discuss the relative merits of engine displacements, overhead camshafts, valve timing, fuel injection, carburetors and the day's events in general. Not all are reveling, however, as a dedicated group changes a rear end differential assembly from one Maserati to another, readying it for Sunday's race. By the time they are through with their appointed task, it is far into Sunday morning, and the yawns on their faces Sunday morning belie their grimly cheerful reply to the question, "Did you get enough sleep last night?"

Sunday—Surprise Day—It couldn't have been a nicer day, even if the Florida Chamber of Commerce had ordered it specially for the occasion. Although foggy in the early hours, by 9:00 a.m. the sun was shining brightly.

Everywhere, mechanics were readying cars, tuning engines, adjusting tire pressures, setting valve clearances, checking ignition timing, setting camshaft chain tension and wiping the dew off the bodies. The earth-shattering roar that came from Bob Carnes' Stiletto indicated that the engine was running well, after breaking a valve in Saturday's practice. A few acceleration runs and ready to go!

9:30 a.m. Drivers' Meeting. Dick Dungan, Florida Regional Executive, discussed a couple of problem areas on courses 1 and 2 and advised drivers to avoid spinning into a shallow ditch. Advice well taken. For driver's safety, a black flag with an orange ball would be displayed to warn of mechanical difficulty. The regular black flag, of course, was for other than mechanical difficulties. Drivers were also cautioned about passing on the high-banked turns because of limited rear vision.

First event. 10:00 a.m. G and H production cars, won handily by a Fairthorpe-Minor driven by Dick Young from Albany, N. Y.

Second race. B-Production. Also, C, D and E Production. On the grid: Johnson, Corvette; Hockensmith, Corvette; Lane, Ferrari; Robertson, Corvette. Robertson's car is a '61 Corvette with a 315-horsepower engine,

SET



GO



AND THEY'RE OFF



SUNDAY'S FEATURE RACE WINNERS—AUGIE PABST (WITH GUP) AND HARRY HEUER. BOTH DROVE THE CORVETTE-POWERED MEISTER BRAUSERS.

one of the first '61's to run. The flag is away and the Corvettes outdrag the Ferrari into the turn. Coming around the first lap, however, Lane pulls in front of the Corvettes. Jennings, in his Porsche Carrera, is fifth. It's a 30-lap race, and after two laps, it's still Lane's Ferrari in front of Johnson and Hockensmith. Robertson's new Corvette is farther back (he's interested in running the engine in for next season). Hockensmith, in his Corvette, makes his bid after 8 laps and at 15 laps is closing the Ferrari on the fast back straight. Into the chicane—and Hockensmith spins! The Ferrari is out in front all alone. Johnson is running farther back. Hockensmith doesn't re-enter, thinking he has bent a wheel in the spin. At 23 laps, Johnson pulls #3 Corvette in with a blown head gasket. Both leading Corvettes are out of the race. Robertson, in his '61 Corvette, continues to lap with consistent regularity, though now far behind Lane's flying Ferrari. And Johnson, in the pits, learns that the Ferrari has been protested—he's running modified! Johnson pushes his Corvette back to the starting line and leaves it there. Twenty-eight, twenty-nine, thirty laps! Lane, in the Ferrari, crosses the finish line first! Bob Johnson, unaided, pushes his #3 Corvette across the finish line to earn a legal finish for the race. Under SCCA rules, Johnson will get 10 points toward national standings for finishing, but he must do so without the help of his pit crew or any spectators. This he does, and in doing so sews up the National Class B production championship! He literally *pushed* his Corvette to victory.

Johnson later learns that Lane's Ferrari has been disqualified for running illegal tire sizes and other alleged modifications. So is the #47 Corvette, driven by George Robertson from Locust Grove, Georgia, but only because it's a '61 and has the new 315-hp engine. The unfortunate part is that the toll for chasing a modified Ferrari, though racing in a production race, is two '60 Corvettes. Hockensmith drives his car into the pits after the race and discovers that his wheel apparently is all right. Lane, in his Ferrari, drives the 30-lap, 93-mile race at an average speed of 82.7109 miles per hour!

After the other production car races and the Formula Junior race, it's time for the feature—the big machine modified race. The Meister Brausers, the Bocar, the Stiletto, Lister-Corvette, "SHE," Maserati, Dr. Lane's Ferrari and the Porsche RSK of Roger Penske, along with others, are poised on the grid.

The flag drops and they're off into the first turn of this 3.81-mile course that includes most of the high-speed oval as well as part of the infield. Into the back straight it's Augie Pabst in the Meister Brauser #0, Bob Carnes in the Stiletto, Henry Heuer in the Meister Brauser #2 and the Lister-Corvette. The field strings out behind. Three laps later, Heuer passes Carnes' Stiletto. So does the Lister-Corvette. Augie Pabst is now out in front all by himself, pulling away from Heuer. Bob Carnes' thundering Stiletto sounds as if it's in trouble with the gears, and retires soon after with, as the British put it, "seizure of the box."

Meanwhile, the other cars in the other classes are stringing out behind the leaders. Roger Penske, in his Porsche RSK, is still making a race of it, although he's now about a third of a lap behind Pabst in his flying Meister Brauser. From then on, the race was a lock-up. Pabst continued to increase his lead over Harry Heuer and the balance of the field. By the 17th lap, Pabst had lapped many of the slower cars. At 23 laps, Pabst had caught and passed every car in the field except Roger Penske in the Porsche RSK and his teammate Heuer. At 27 laps, Pabst lapped Penske as well. During this time, Pabst shattered the course record, set last year by Alan Connell in a Ferrari. The new speed was over 106 mph! Two laps later, Pabst broke his own record, with a new average speed of 107.16 mph. On the 28th lap, Pabst spins out! But he recovers and doesn't lose his position. At the checkered flag, it's Pabst, Heuer and Penske. Pabst sets a sizzling average speed of 102.614 mph! In winning, the remarkable Meister Brausers have won 14 national and regional races this year 1-2, and hold course records at Elkhart Lake, Meadowdale, Riverside, El Paso and Watkins Glen.

National Championship point standings are totaled for 1960. SCCA B-Production top honors go to Bob Johnson in his #3 Corvette. The Meister Brausers are victorious in B-Modified class. The B-Modified race took its toll of cars—4 out of 13 didn't finish due to mechanical failure. The \$10,000 and 180-mph mark go unclaimed.

The show, the spectacle, the thrills at Daytona International Speedway are over until next year. Sports car enthusiasts leave the course with the distinct feeling that they have seen some of the finest machinery piloted by some of the finest drivers in the country stage some of the most outstanding races of the 1960 season.

EDITOR'S NOTE: MUCH HAS BEEN WRITTEN ABOUT A CORVETTE'S ROAD MANNERS ON THE COURSE. THIS ARTICLE, WRITTEN BY DRIVER DANNY COLLINS, HIGHLIGHTS SOME OF DANNY'S OWN EXPERIENCES DRIVING A COMPETITION-PREPARED 1959 CORVETTE. COLLINS IS A SCCA COMPETITION LICENSE HOLDER AND A WELL-KNOWN DRIVER IN THE WEST. HE HAS DRIVEN AT DENVER AND LA JUNTA, COLORADO, SALT LAKE CITY, AND VARIOUS PARTS OF ARIZONA AND TEXAS, AS WELL AS ELKHART LAKE, WISCONSIN. FORMERLY DRIVING A MERCEDES SPECIAL AND A FERRARI TESTA ROSA, DANNY NOW TAKES YOU THROUGH THE TRICKY TURNS AND RELATES HIS MOST EXCITING DRIVES BEHIND THE WHEEL OF DICK TOOPS' CORVETTE.

DRIVING THE CORVETTE IN COMPETITION

By Danny Collins

How does the Corvette feel as a race car to a driver who has spent all his racing time at the wheel of several different Ferraris and a Mercedes Special? This driver, whose experience in sports car racing was restricted to strictly modified machinery, found the Corvette a pleasant surprise!

It was during one of the Elkhart races (1958) that I first realized what a potent machine the stock Corvette really was! I was driving Charley Hughes' new Ferrari Testa Rosa in the June Sprint Races when buckets of rain were dumped on the course midway through the race. After several laps the rain eased enough so that you could see a bit and I began to improve my third-place position behind Cunningham's two Lister Jags. I thought I was really cutting a fat one until I realized that a certain "Purple People Eater" (Corvette) that I had passed some laps back was dogging me. It was only with considerable effort that I could begin to pull away from him.

My first experience at the wheel of a Corvette was just a prelude to a very happy and successful season running in both modified and production races, most of them at the new Continental Divide Raceways just south of Denver, Colorado.

We decided to check out the newly prepared '59 Corvette of Denver accountant Dick Toops at a drivers' school held by the Colorado Region of the Sports Car Club of America. What a shock! After taking four or five slow laps to scrub tires and to shake the winter rust out of my system, I began to push the car through the turns a little harder to get the feel of it. Ah-h-h, what a natural! The car responded beautifully to every whim of the driver. The Corvette slipped in and out of the turns with ease. We couldn't wait for the first race!

After some discussion, we decided that the 4.56 axle ratio would best serve our purposes on the twisty courses we would run. We started the season with Firestone 170T racing tires and used them on and off through the year with several other makes.

The top was removed to make way for a roll bar that Dick ordered ready-made. Dick had the well-shaped roll bar chrome-plated, as well as one set of wheels, by a new cold process which does not weaken the metal. A local plastic firm cut and shaped the special full-width windscreen. I prefer the protection given by this type of screen as the small bug deflector types leave you open to abuse from all sorts of goodies thrown into your face by your competitors. Under 150 mph, I have yet to see any difference in wind resistance between identical cars, one with full width, the other with small windscreen. The stock windscreen should by all means be replaced as it suffers expensive damage from rocks and debris.

The radio and heater were removed and the driver's seatback was dished for better support in corners by tying the spring coils down with cord. I always add my little \$1.19 folding summer seat cushion to the driver's seat. This tidy little item reduces driver fatigue enormously, allowing a driver to keep cool on the warmest days and in the hottest situations!

Doug installed the large optional airscops for the brakes and retained the sintered brake linings which had come on the car. We used this same set throughout the season with no appreciable wear. Aside from taping up the





speedometer so that I couldn't read it, these were the most important preparations.

Perhaps I should take you around the Continental Divide Raceways road course before telling you about some of our more interesting races there. There is a start/finish straight 3,750 feet long followed by turn #1, a right taken in 4th gear. Turn #1 is followed by a short downhill straight at the end of which we must downshift to third gear for turn #2, a medium fast, left-hand corner. We tuck ourselves in close on the turn and stay close to the left for the proper approach to turn #3. Midway between turns #2 and #3, we downshift to 2nd gear slowing early enough to insure that we go through this right turn smoothly. We are soon back in third gear and entering a downhill dogleg which leads to the tightest turn on the course (#4) centered in a depression. It, too, is a right-hand turn. We keep to the far left entering the turn, downshift to second gear, again making sure that we brake early and lightly so as not to upset our smooth entry and exit.

We enter the 1/2-mile back straight as we accelerate away from turn #4 in second, third and fourth gears. The back straight has a gentle bend first to the left and culminating in an abrupt bend to the right, which is the start of turn #5. The first half of #5 is taken in third gear in the Corvette with a light throttle, then brake and downshift to second gear from the far left side of the road for the upcoming sharper right. Too much speed and an incorrect line at this point have been the greatest cause of drivers leaving turn #5 for the bush country! You no sooner straighten your line than you shift to third and stay in that gear for the following left turn. You can cling to the inside edge until your momentum eases you back out on the right side of the road again where you begin to set yourself up for the second half of #6.

The second half of #6 rises steeply to a plateau. Once you have crested the hill, you can drift wider with gradual power. Turn #7 coming up rapidly is also a left and blind and reverse camber to boot! You downshift to second gear as you enter the jog and try to cling to the "upside" of this reverse camber turn to avoid falling off to the outside where you would lose valuable time. You ease through again at part throttle to avoid getting the tail out too far. Next turn #8 looms at the bottom of the hill and again one must ease up slightly on entering to provide for a better and faster exit. Turn #8 is a "tight" right in a depression, somewhat frustrating to nearly all cars and drivers since so much restraint is necessary on the entry. Once you are properly positioned for exit you can really begin to get on the gas. You pop the gear lever into third as you top a rise at the left side of the road at #8's exit. There is a very short straight leading to downhill right turn #9. You must stay to the right for the quick jerk to the left which leads to turn #10, a 180° right. You are very busy through this section and must be very discreet with the throttle. You keep smooth control of the car by driving by the seat of your pants through this difficult but very rewarding section of the course.

Turn #10 is the final turn and leads to the main straight; therefore, if you leave #10 correctly you may gain a second or two on the straight! The turn twists uphill—almost a spiral—to the right. If you rush into it,



DANNY COLLINS EAGERLY AWAITS THE START

you'll slide wide and lose precious seconds. You quickly cling to the inside, hooking your right front wheel on the edge of the pavement. Your tail will naturally be hanging out but not too much. As this turn flattens out on top, the spiral unwinds. It is here that you begin your windup down the main straight. You move over to the left, traffic allowing, to line up for turn #1 and another lap.

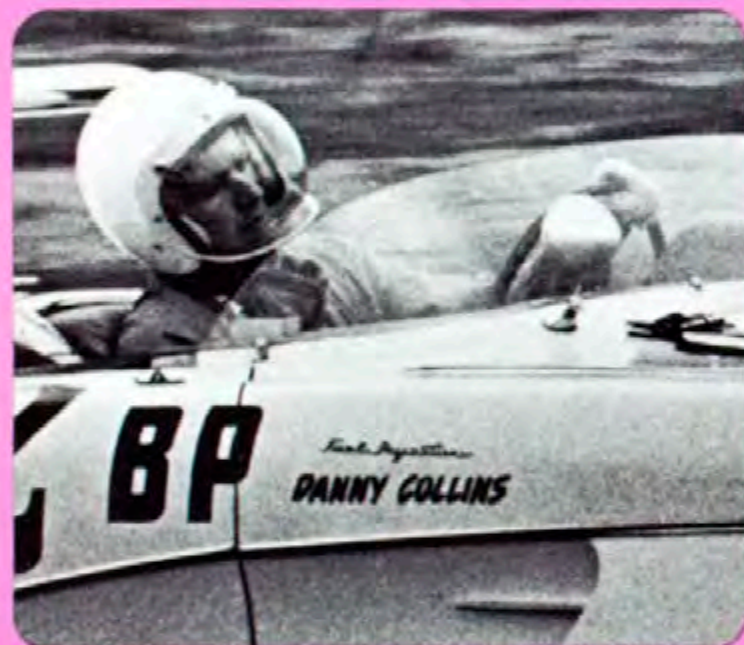
During the first race meet at CDR we ran three or four races. Gradually, we improved our lap times until the final race when we made 5 laps in a row at 2 mins. 20 secs. and 2 laps at just over 2 mins. 19 secs. We pulled off a second place overall in the final race.

A defective coil kept us out of the feature USAC race at Continental Divide but we had a ball in a special Saturday race run in a pouring rain! Jim Hall led from

start to finish in his "Birdcage" with cool, careful driving. But, we were credited with the fastest lap and a second overall in front of a 4.1 Ferrari, a 3.0 Ferrari, a 2-liter Cooper-Maserati and the Carnes' Bocar. It was just a matter of being careful, no sudden movements at the wheel or brake or throttle. The rain can be a real equalizer, giving some advantage to the heavier car on the twisty portions of a course.

The SCCA National Race was held at CDR just two weeks after the pro races. The National drew the Corvette entries of Ray Rairdon, then leading SCCA driver point standings in Class B Production, and Bob Johnson, then in fourth place. (Johnson has since gone on to win.) Both fellows had trouble the first day getting used to tuning for high altitude and learning the complicated





course. At first, Ray didn't believe his 4.11 gears would be any disadvantage, but later admitted that he could have used the extra punch through the tight sections.

Both Ray and Bob were ready to run on Sunday. The Production race which counted for National points was 30 laps. The Corvette Fuel Injection is set up very rich for racing at this altitude—6,000 feet. Consequently, all three of us were very concerned about making the full distance non-stop. Doug figured on a gas stop for us and made preparations accordingly. Ray did likewise. Bob secured some ice and shrunk his gas into the tank!

I had the pole position and worked up to a 50-second lead, then eased my pace for gas mileage efforts to 5000 - 5500 rpm through the gears. My lead dropped back to 45 seconds at this pace and remained there. The gas gauge wasn't telling me the truth, I guess, because I thought I might make it through without a stop. Well, the engine started to sputter with 6 laps to go so I headed into the pits for gas. The official timers claimed we were in the pits for exactly 45 seconds, or the same length of time as the lead which I'd held.

Excitement quickly mounted as Doug poured in the gas, approximately 4 gallons. I missed seeing Bob Johnson flash past the pits but I looked in the side mirror in time to see Ray steaming down the straight. I hollered to Doug and he stopped refueling and replaced the gas cap. I caught Ray one lap later and he politely gave way entering turn #2, then, I set out after Bob Johnson who was 17 seconds ahead when I left the pits. A horrible mixup at the start/finish line very nearly was my undoing. I was forced to the opposite or right side of the road to pass two slower cars putting me into turn #1 much too fast and on a line too shallow. The hill off the side looked like a cliff and I had visions of going over it backward! I eased back on the throttle, braked and geared down on the shoulder to a full stop.

The rules, at that time, required a driver to stop before re-entering the course. When I had to pull the car to a stop, I thought surely the jig was up. I got back on the road still in front of Rairdon and made a point of settling down to a smoother effort. Unfortunately, Ray's fine drive came to an end during this lap when he ran off the road and broke a spindle on turn #9. Finally, I began to overhaul Johnson and on the next to the last lap went through turn #4 right behind Bob. We went down the straight together and Bob graciously gave way entering turn #5. I concentrated on being careful through the final lap. Bob made a last effort at the finish which carried him past turn #1 right down the escape road! This victory was probably our most exciting of the year and it left everyone limp, particularly Dick Toops when he pulled the car off the trailer that night at home and had trouble getting the suddenly-out-of-gas Corvette up the driveway!

After driving several different modified cars a driver could expect to have very definite ideas on how the Corvette stacks up in the handling department. Well, I certainly do! The Continental Divide Raceways course is twisty and demands the best in handling. The course had gained a reputation as a "Porsche Course," meaning that it would favor the small car. I found that the Corvette could "cling" right in there with the Porsche

Spyders in the corners. Porsches would have a slight advantage when they entered the corner because of their lighter weight.

Comparison-wise the Corvette handling was much better than the Ferrari Testa Rosa that I'd driven the two previous seasons. I've always been fond of Ferraris, but during the USAC races at the Divide Dick Morgenson let me take his Testa Rosa out for a ten-lap race. Wow! What an eye opener that was! I plowed the front end off every other turn and when I got through I had only bettered my Corvette time by 2 seconds on one lap, was drenched in perspiration, and my hands were blistered for the first time in the season. I jumped into the Corvette for the next race and it felt like an easy drive to the supermarket!

The basic difference between the Corvette's handling and the handling of the Ferrari and the Mercedes Special was this: the Ferrari plows or pushes the front end off the outside of a corner very easily (this is called extreme "understeer"); the Mercedes Special was just the opposite—the slightest bit of throttle would send the tail end "into orbit" or oversteer. The Corvette, bless it, goes where you aim it. You can slip the tail in or out at will with the throttle.

The gearbox feels better to me than either of the other two cars, although all three have excellent gearboxes. The Corvette is just easier to shift. The Corvette's seating was better, too, because you sat up over your "work," not down in a hole!

The torque that the Corvette has goes a long way in helping the driver "place" the rear end of the Corvette where he wants it. The fuel injection's quick response adds to a driver's demand for a sensitive feel from the gas pedal!

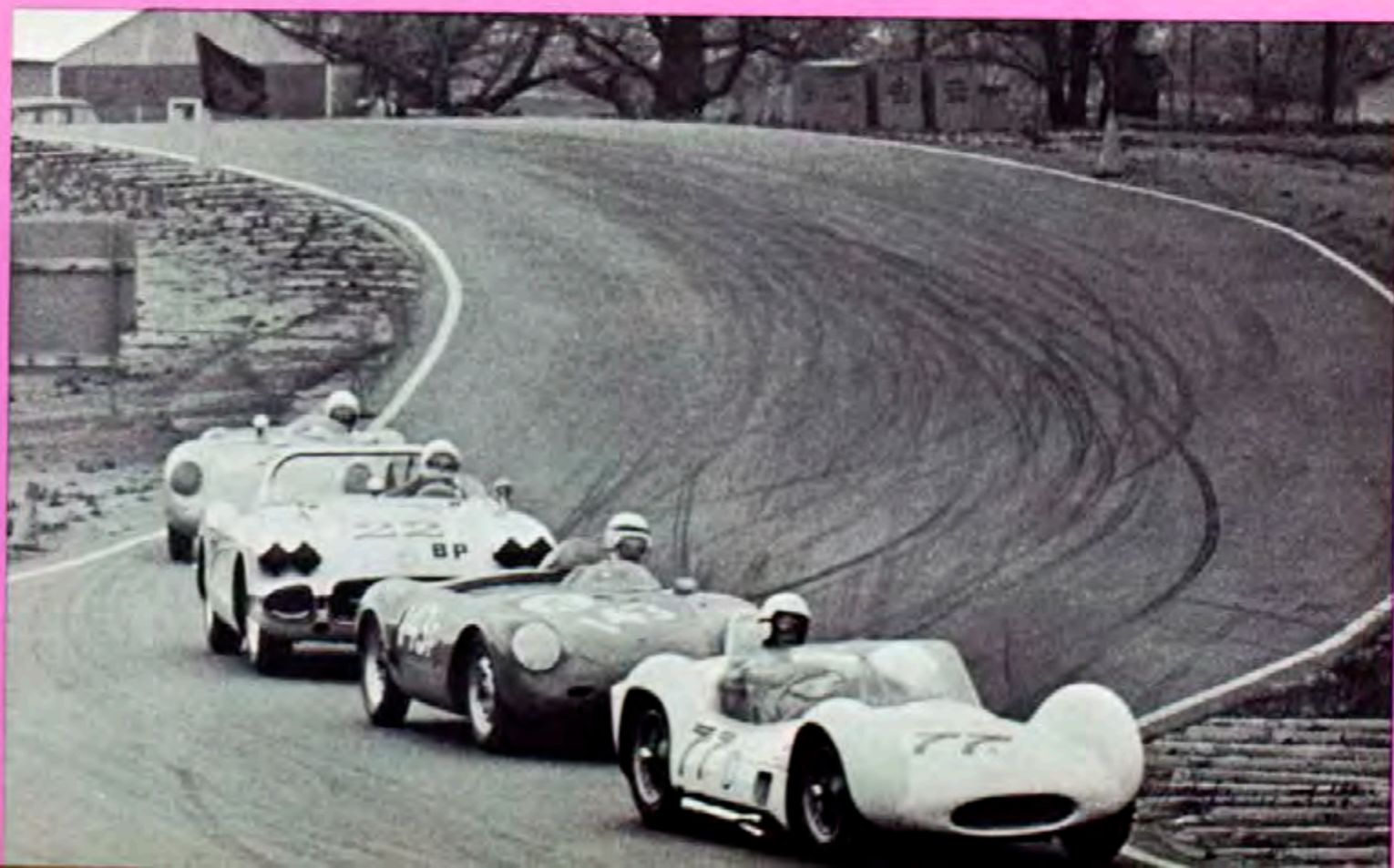
Tires play an important part, too. Several of the local Corvette drivers tried one imported tire on the basis of its reputation as used on some of the smaller cars.

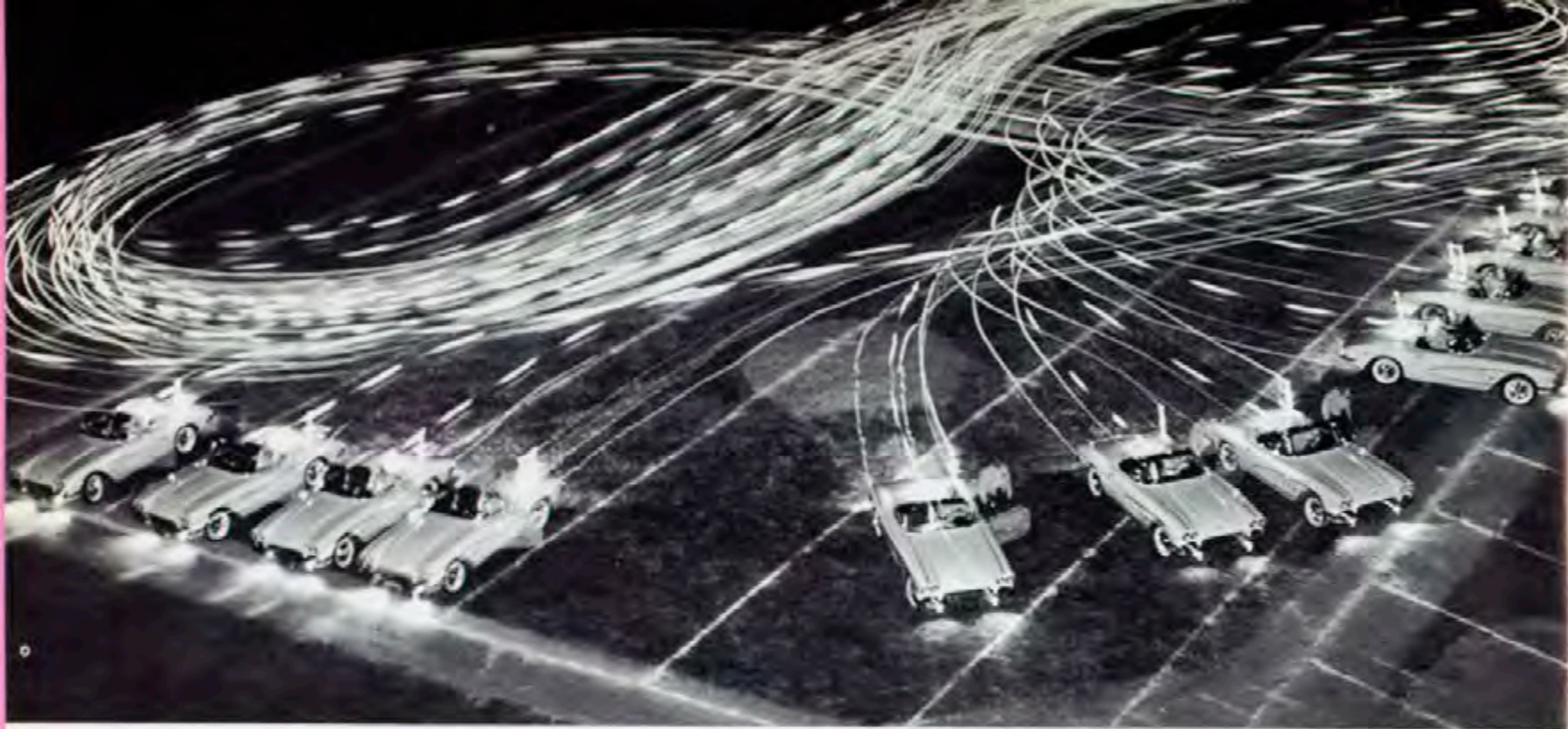
They had very poor luck with them simply because the tire was designed primarily for a soft ride on a lighter car. The sidewalls are soft and the tread stiff. This gives you good traction in the wet but when you get to a turn you feel as if you are riding on gummy jelly beans! As long as you just "drive through" a turn you're OK, but try setting the car a little sideways on entering a turn and things don't "set"! They stick, then break away suddenly!

We found that the Corvette handled very nicely on Firestones with 38 to 40 lbs. in them. The Goodyear low profile racing tire took about 34 lbs., but could have stood about 2 more lbs. according to the wear pattern. We even used recaps on approved racing carcasses. These recaps used natural rubber, a very soft compound, but the car would slide pretty easily with these for some reason, sending us through some corners in a pretty wild attitude!

Speaking of "cornering attitude," the Corvette could be set up in a variety of attitudes in the corner. You could "drive through," in a sort of crossed up attitude; or you could "slip through" on the verge of this crossed-up position, which placed your nose into the inside of the turn and your tail out with all your wheels pointed straight ahead. The latter invariably proved to be the quickest method. The Corvette is the first car I've raced that had such a wide choice!

Successful races during the season convinced us that the Corvette is truly a sports racing car! I personally enjoyed all the thrills and feelings experienced in some of the better modified machines I have driven, plus the advantages of even better handling—something that I think all Corvette owners should know and appreciate! Also, I think Corvette owners and clubs should enthusiastically support their local "heroes" who carefully prepare and drive their cars in sports car races.





SHRINE-O-RAMA PUTS '61 CORVETTES THROUGH THEIR "TRACES"!

Time exposure magic picks up the unusual parking-light pattern made by '61 Corvettes of the Omaha Shrine Patrol from Tangier Temple. The photographer traced Patrol members as they drove their Corvettes through a series of intricate precision drills in Omaha's Municipal Stadium. For several years, this Patrol has presented its highly skilled Corvette drills for Shriner attractions throughout the country. Their audience in this particular case consisted of an estimated throng of 10,000 who attended the Midwestern Shrine-O-Rama.

The Patrol's new Corvettes had been delivered in St. Louis and driven almost immediately to Omaha for their part in the program. Thanks to smooth arrangements by fellow-Shriner Garwood Anderson, Corvette dealer in Wahoo, Nebraska, it probably was the first mass delivery of '61 models. In turn, this enabled members of the Cornhusker Corvette Club (including, by the way, several who also belong to the Shrine Patrol) to mark with pride that their locale saw one of the first extensive showings of '61 Corvettes in action.

ABSENT GI WINS NATIONAL SPORTS CAR AWARD!

Bob Barrett, U. S. Army Overseas, recently received unexpected good news in a letter postmarked Wichita, Kansas. Roger Kilborn, fellow Horseman Corvette Club member, wrote to let Bob know that his customized '57 Corvette placed first in the Sports Car Class of the National Championship Auto Show. This is the competitive event that's held in conjunction with the National Championship Drag Races sponsored by the American Hot Rod Association.

What made the news such a big surprise to Bob was that he didn't even know his Corvette had been in the show. Seems that Roger and other Horseman clubbers had entered it but, due to

frantic preparations, hadn't had time to tell Bob about their plans. To top it off, Roger's own Corvette took second place in the same class, giving the club a total of two new honors to add to their long list of show trophies.

Incidentally, Bob's winning Corvette ("The Bug") makes an interesting design story for custom-car enthusiasts. There's a Maserati-type grille, Imperial headlight units and Cadillac taillight lenses. Both bumpers are removed (handmade nerf bar added at rear) and exhausts routed beneath the body. Saddle-tan upholstery and twenty coats of exterior Oriental Blue complete his championship customizing.



CCM HOSTS HANDICAPPED IN "MOST WONDERFUL TIME" OF THEIR LIVES!

Antics of porpoises, outdoor barbecue refreshments, special police escort—these were just a few of the memorable experiences recently enjoyed by twenty cerebral palsy patients from Miami, Florida. The occasion was a gala afternoon that included a visit to the Seaquarium on Key Biscayne. The host, Miami's public-spirited Corvette Club of Miami, Inc.

Festivities began at the United Cerebral Palsy Rehabilitation Center where CCM members, accompanied by the twenty handicapped, formed a Corvette motorcade and drove to the Seaquarium. After the entertaining show there, motorcycle police led the Corvette-cade to nearby Greynolds Park where the North Miami Kiwanis Club feted the group to a hearty barbecue.

Success of the day's events is seen in the smiling faces above. Grouped around Gene Boenger, President of Handicapped United Inc., are Bob Simons; Kiwanis Club President Gus Stratton; Corvette Manager Norman Pascarella of Don Allen Chevrolet; Dr. Josephine Arns who is Vocational Service Director of the CP Center; and Ric Clark, President of N. Miami Jaycees. Dr. Arns, in a letter of appreciation to the CCM, said each of the handicapped guests had told her, "This is the most wonderful time I have ever had."

The Corvette Club of Miami, Inc., and all the other participants deserve a salute for the entire arrangements. Like Corvette clubs across the land, the CCM is dedicated to safety and service on the highway. Its upcoming plans include bi-monthly outings for orphans and under-privileged children. Sounds like more "wonderful" times ahead!

Crossed Signals! In Vol. 4, No. 2 of *Corvette News*, the Western New York Corvette Club received credit for a point system to determine an outstanding club member for the annual Corvette trophy. *Corvette News* editors now have learned that the Corvette Club of Western Pennsylvania originated this fine point system. We're happy to cooperate with both clubs in setting the record straight.



CORVETTE EXTRA!

Here's a new twist in Corvette's versatility. Radio station KBOM employs the Corvette as a mobile news unit, the first of its kind in North Dakota radiocasting. Equipped with police receivers and a car telephone, it scouts a 50-mile radius to bring listeners on-the-spot reports and interviews. Live broadcasts go out via

the station's 24-hour beeper service whenever important news takes place. Time and again says Chuck Graves, KBOM News Director, the station's been first with the news because Corvette's been first on the scene!



CORVETTE CLUB



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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North Shore Corvette Club

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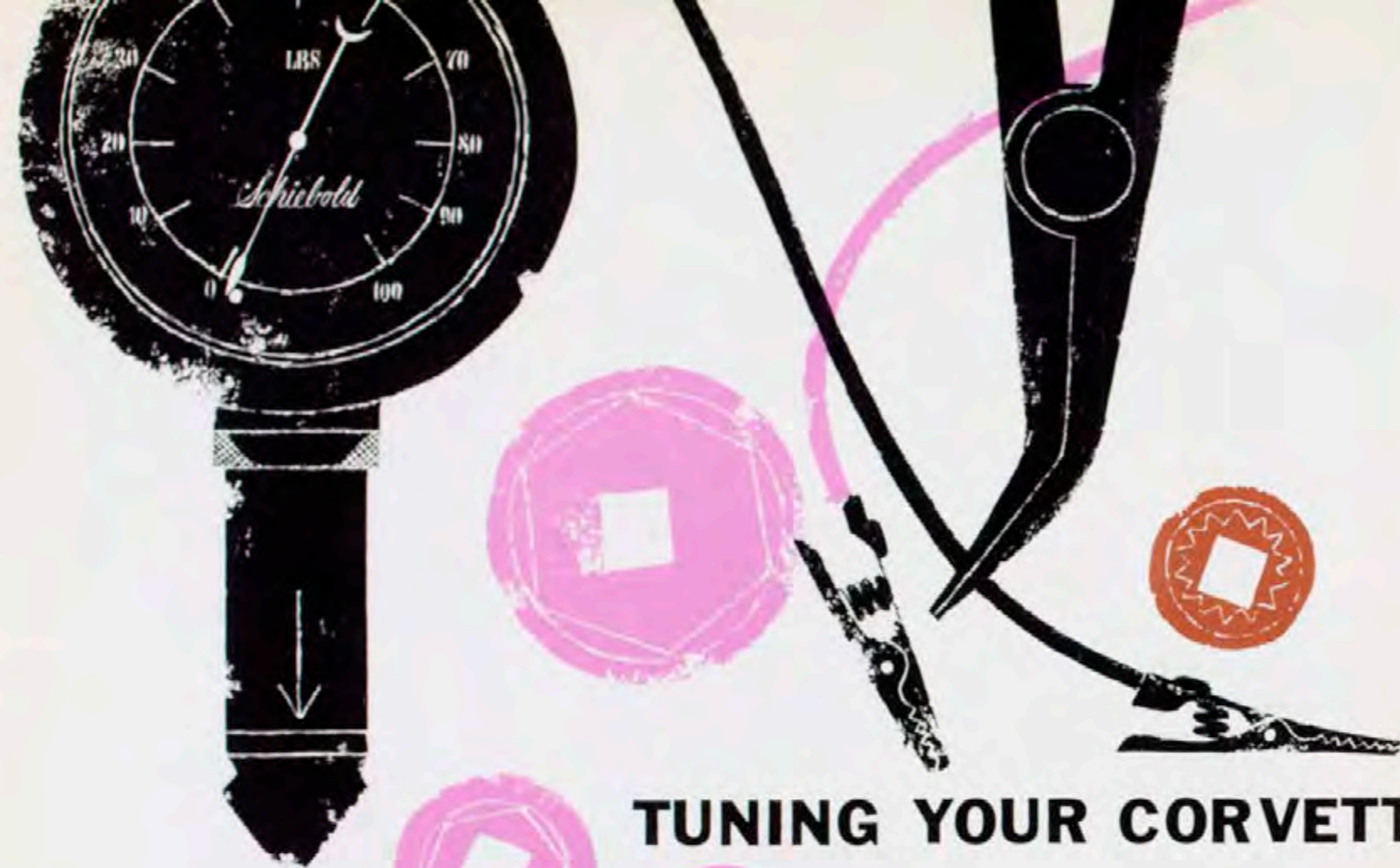
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TUNING YOUR CORVETTE FOR PERFORMANCE

A well prepared Corvette is a formidable contender on any course, and careful attention to necessary details, plus driving ability, can pay off with a victory.

One thing is common to all Corvette enthusiasts—and that's careful tuning of their engines. Let's consider what a "tune-up" involves, and what knowledge is required to do the best job.

Naturally, as a Corvette owner, several tools are necessary for minor tuning jobs. A $\frac{1}{4}$ " or $\frac{3}{8}$ " socket wrench set with a spark plug socket, feeler gauge and simple needle-nosed pliers are handy items to include in a tool kit. Owners will also find feeler gauges, a torque wrench, compression gauge, timing light and dwell meter facilitate tuning. Follow these basic steps:

- Check ignition and compression.
- Check carburetion or fuel injection.
- Check valve timing.

Spark Plugs—The easiest job to do is check the spark plugs. Blow dirt away from the plugs. Then loosen them about one or two turns and replace the ignition wires. Start the engine and accelerate to about 2000 r.p.m. two or three times to clear loosened carbon. Remove the spark plugs carefully with the socket wrench and number them

to corresponding cylinders. If the plugs show a grayish-tan coating, they are generally the correct heat range and are probably firing properly. If they have black, sooty deposits, the engine is either running too richly, or the plugs aren't firing properly. In any case, clean the plugs and continue checking. If the plugs have an oily deposit, or are badly caked, then oil is fouling them and this situation must be remedied. If the plugs are white, they're too hot and are burning away. Change them for "colder" plugs. If the plugs are gasoline-fouled, with wet gasoline on them, they're probably too cold. Change to a "hotter" plug.

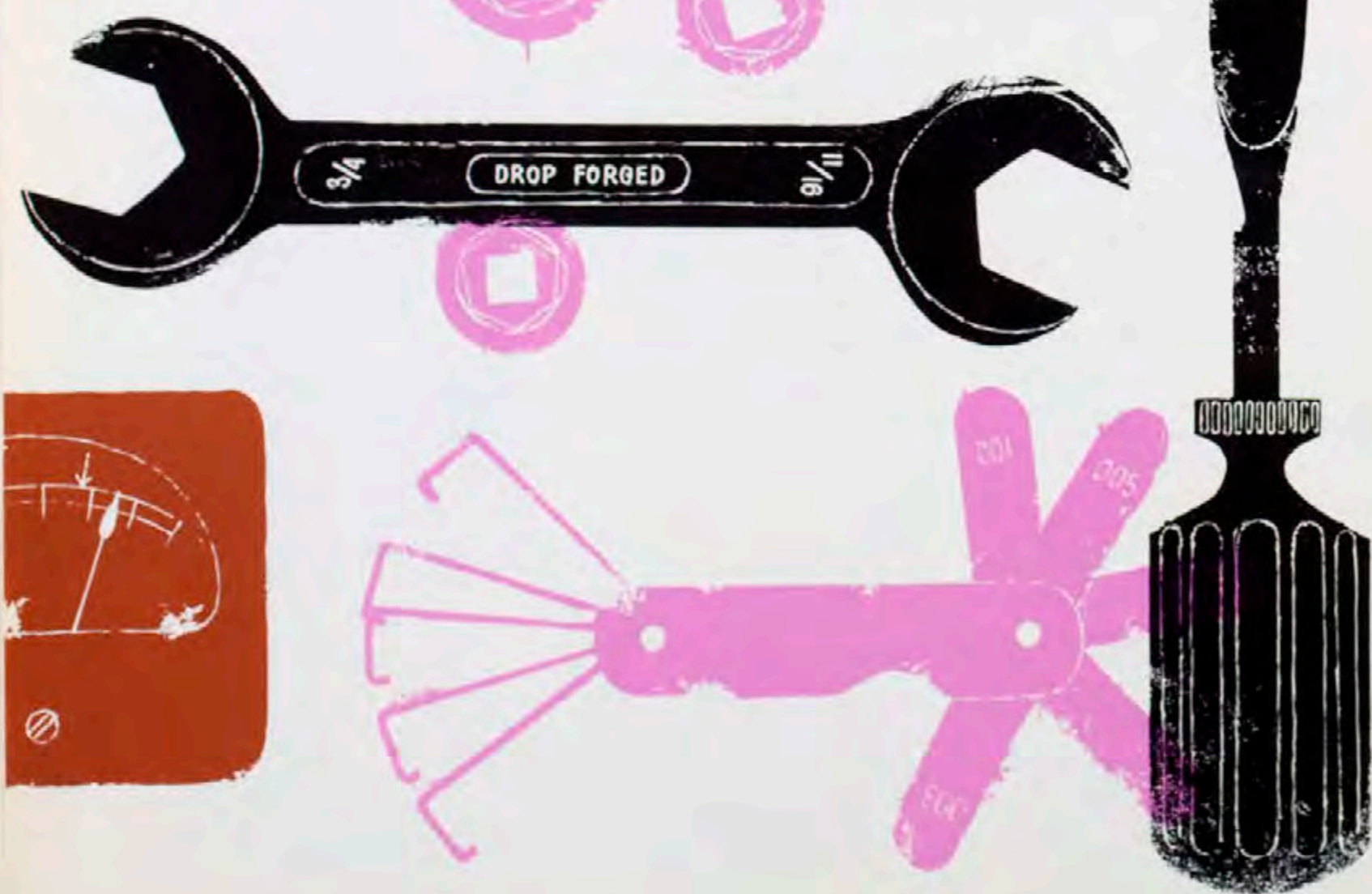
For general city and country driving, use AC 44 or 44S plugs, gapped between $.032$ "— $.035$ " and torqued to 25 foot-pounds with a torque wrench, or until the gaskets compress if using a standard wrench.

Competition driving usually requires AC 43 or C-43 COMM, or C-42-1. These are designed for exceptionally hard use under high heat conditions encountered in road competition. City driving, stop-and-start shopping usually requires AC 46 plugs.

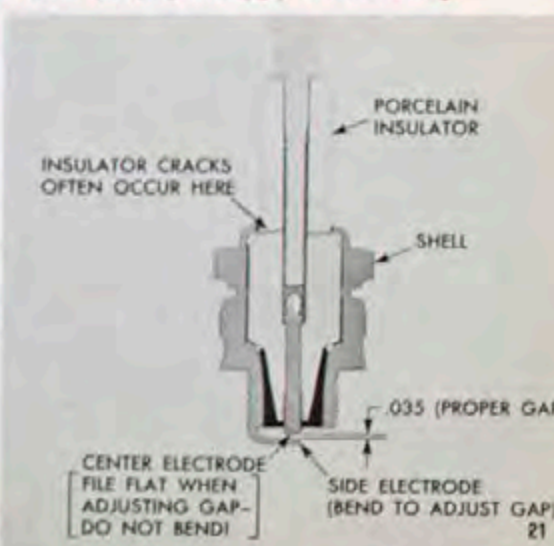
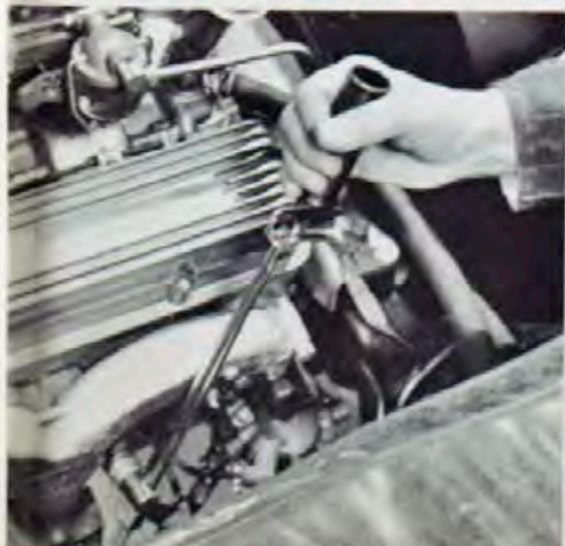
Check Compression—While the plugs are out of the engine, check compression using a gauge. Depending on the engine, compression should read over 160 lbs. per cylinder for standard camshaft engines and over 140 lbs. per cylinder in special camshaft engines. The difference in readings is due to the greater overlap in valve timing with special camshaft engines. If a cylinder reads low, recheck it. If it still reads low, squirt some oil in through the spark plug hole and recheck. If the reading is substantially higher, then trouble lies in the piston ring. If the reading is still too low, then a valve is at fault. If two adjacent cylinders have identical low readings, the cylinder head gasket may be damaged. For further information regarding compression information, consult a Chevrolet Shop Manual or the Corvette Chassis Manual.

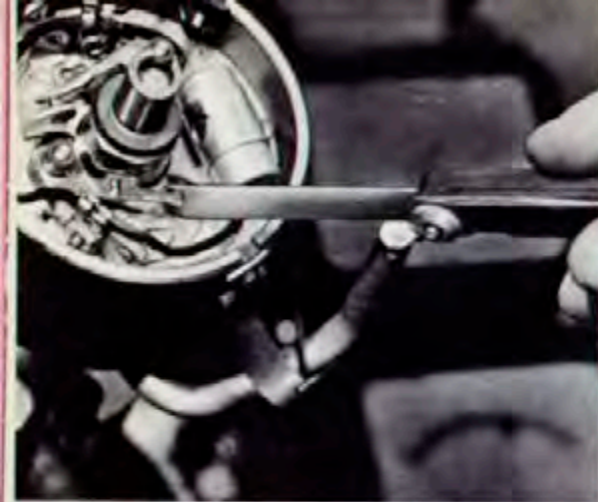
Distributor—After the plugs have been checked, look at the distributor. Remove the cap, BUT NOT THE WIRES!!—unless the wires are numbered in correct firing order clockwise around distributor. Unless owners know exactly what wires go where, do not remove them from the cap unless replacing the cap. With the cap removed, the breaker points (one or two sets, depending on the engine) and condenser are visible. Inspect the points.

If the points are pitted, they should be replaced. Consult a Shop Manual for correct procedure. It's recommended practice to replace the condenser at the same time the points are replaced to prevent arcing over the new points. The gap should be set $.016$ "— $.018$ " and checked with a dwell meter. 1958-1961 Corvettes equipped with a single-point vacuum-advance distributor have a "window" in the base that allows access for accurate settings of the points while the engine is running. Corvettes with dual breaker points in the distributor require either removal of the distributor and checking on a special machine, or checking of the settings with a dwell meter while the engine is running. Correct point gap ON BOTH SETS is essential for top performance from dual-breaker point distributors. If the distributor is removed from the car, refer to a Chevrolet Shop Manual under "Engine,

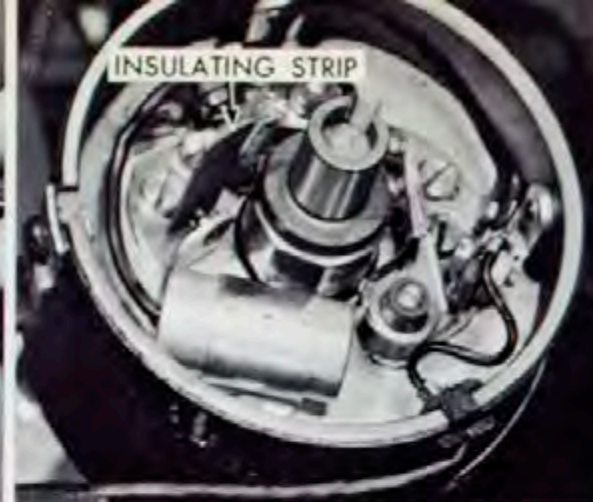


1. Install spark plugs with a torque wrench for proper tightness. 2. Always gap plugs identically. 3. Cutaway of typical spark plug showing gap for normal driving.

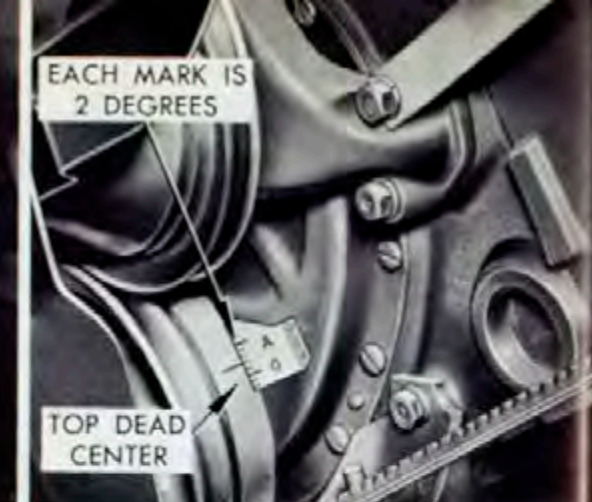




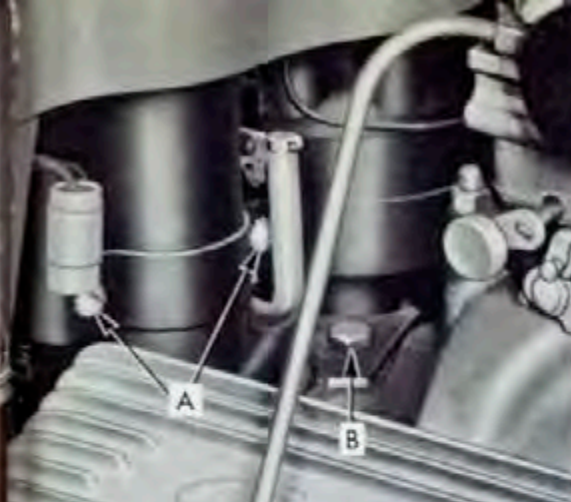
B. Check distributor point gap with a feeler gauge or dwell meter.



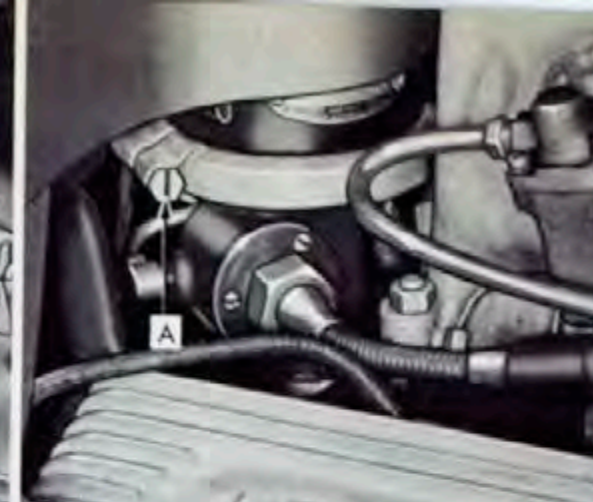
C. Always block one set of points with an insulating strip when checking dwell.



D. Timing mark location—on left side of engine below fan pulley.



E. Screws "A" and bolt "B" hold distributor on carbureted engines.



F. Screw "A" locks fuel injection distributor after timing is set.



G. Torque down cylinder head bolts when engine is warm.

Electrical" for correct removal and reinstallation procedure. Do not attempt this unless well versed in these operations. In any case, be sure to mark it carefully for correct reinstallation, or the engine will be "out of time."

Watch the oil pump driven member at the base of the distributor socket; this may turn a few notches ahead and throw timing off considerably. If the position has changed, set it back to the mark made when the distributor was originally removed. Remember to scribe a mark lining up the oil pump drive when you remove the distributor. After reinstallation in the car, recheck initial advance with a timing light and note degrees advance on the flywheel timing mark. Illustration "C" shows timing mark location. Consult the Corvette Owner's Manual for correct timing information.

Checking Carburetion or Fuel Injection—Well-adjusted carburetion or fuel injection naturally makes any Corvette run better and enables it to deliver top performance from every drop of gasoline. It's important that the fuel induction system be properly set up for best possible operation.

Single Carburetion, Idle and Mixture Adjustment—With the engine running and warmed up to normal temperature, idle screw "A" determines best idle speed. Recommended idle for single-carbureted engines is 475 r.p.m. for Synchro-Mesh equipped engines and 450 r.p.m. in "Drive" for Powerglide equipped Corvettes.

Smoothing out a rough idle is often a case of setting the mixture screws. For approximate mixture, turn each idle mixture screw *in* until the engine idles moderately

rough. Then back screws *out* 1/4 turn.

If neither screw produces any effect on idle, some other trouble exists.

Do not turn the idle mixture screws in too far or close them. Running the screws against the stop can easily score the seat and ruin it. They should be at least 1/8-1/4 turn open. Once the smoothest idle has been found, reset the idle speed screw to proper engine r.p.m.

Corvettes with Dual Four Barrel Carburetion—Dual carburetion is essentially the same as single, except that adjustments are more exacting. Owners are cautioned that adjustments are fairly critical and shouldn't be attempted unless the proper tools and knowledge are at hand.

Idle speed is set in the same manner as with a single carburetor. Adjust idle screw "A" until the recommended idle speed is correct. Set idle speed at 600 r.p.m. on 1956 engines with conventional camshaft and 1957-61 engines with hydraulic valve lifters. Set speed at 800-850 r.p.m. on 1956-61 engines with special camshaft. Note: 1956 special camshaft is field-installed *only*.

Note that the mixture screws in the illustration are numbered front to rear on each side of the manifold. When setting best idle mixture, adjust 1 and 2 for best mixture, then 3 and 4. Repeat until the best idle mixture is found, and then reset the idle speed. Do not adjust for too slow an idle speed or the engine might stall in traffic.

Fuel Injection—Fuel injection idle adjustments are similar in operation to regular carburetor adjustments.

One screw sets idle speed, the other, mixture. Turn idle air screw "A" and mixture screw "B" two turns off their seats. Warm up the engine and adjust idle air screw "A" for highest idle. Then adjust mixture screw "B" to smooth idle. Readjust idle air screw "A" for 500 r.p.m. for regular camshaft engines, 700 r.p.m. with special camshaft engines, then readjust idle fuel mixture screw "B" for smoothest idle. Do not attempt to set or recalibrate other adjustments unless special tools are available. These adjustments are factory set under special conditions and tampering with them could lead to poor performance. A complete guide to fuel injection operation is included in the Corvette Chassis Manual.

Tightening Cylinder Head Bolts—A rule of thumb in any tune-up is to check cylinder head bolt torque. With the rocker arm covers removed, check each bolt in correct order as specified in the Owner's Manual.

Valve Lash—BE SURE ENGINE IS PROPERLY WARMED UP before adjusting mechanical valve lash. Set lash according to the information given in the Owner's Guide for individual Corvettes. The engine must be running at recommended idle speed, and a feeler gauge placed between the rocker arm and the valve stem. (*Tighten or loosen the nut holding the rocker arm to the stud.*) Proper lash occurs when the gauge slips snugly between the valve stem end and the rocker arm. Some enthusiasts use a valve gapper, which is a dial indicator gauge, for adjusting high-performance engines. NOTE: If cylinder head bolts are re-tightened, valve lash may be affected. Recheck for correct clearances.

Hydraulic valve lifters, of course, need no clearance adjustment, since they maintain zero lash with oil pressure. An occasional "ticking" from hydraulic valve lifters may result from (a) too loose a rocker arm (easily tightened until ticking stops plus 1/2 turn), (b) a lifter that hasn't filled with oil from a cold start, (c) a defective lifter. Beyond these simple maintenance steps, hydraulic valve lifters require little service. Make sure engine oil and filter are changed at correct intervals to keep clean oil in the system.

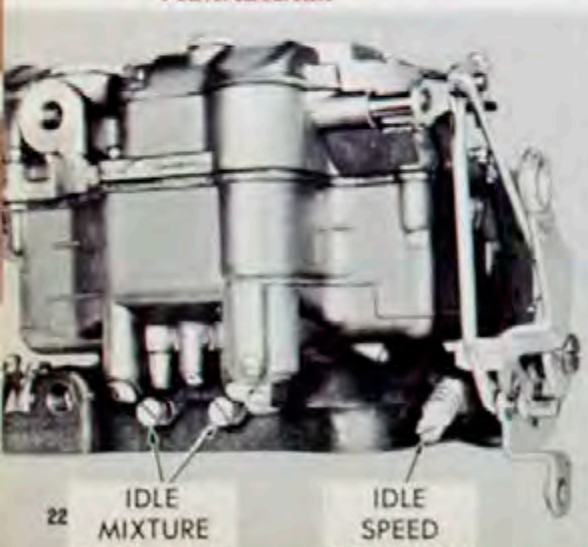
1961 Cylinder Heads—New cylinder heads, redesigned for fuel injection engines, feature a new 11.0:1 compression ratio with new domed pistons. Intake valves are larger—1.945", increased from 1.715". Exhaust valves remain unchanged at 1.495", as do the valve springs.

This article is written as a guide for tuning adjustments by individual owners. Now in preparation is a complete guide for Corvette owners interested in serious competition.

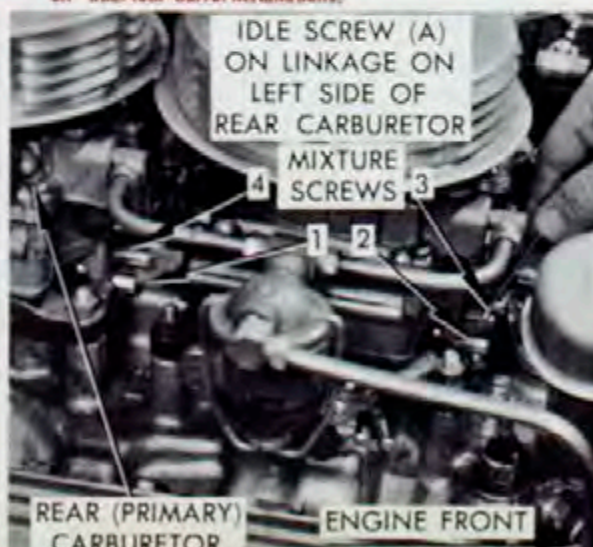
NOTE

Corvettes with suspension option R.P.O. 687 are supplied with air scoops that are usually packed in the trunk. For heavy-duty use, (1) remove covers from backing plates on all four wheels. There are eight covers, total. Install scoops in the loading opening of each backing plate, and leave the rear openings on each open. This allows proper air circulation through the brakes during high speed events. Failure to do this will probably burn up the brakes due to lack of air circulation. (2) Remove the scoops, and reinstall the covers after each event if the car is to be driven in street use. Leaving the scoops in place allows dirt and water to get in during normal driving.

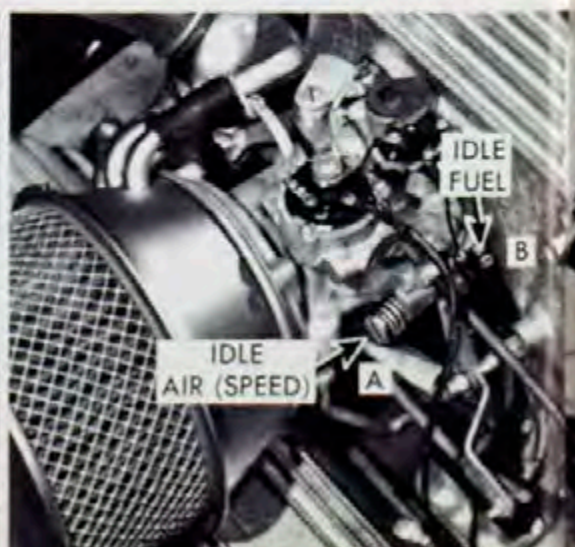
H. Idle and mixture screws on a single 4-barrel carburetor.



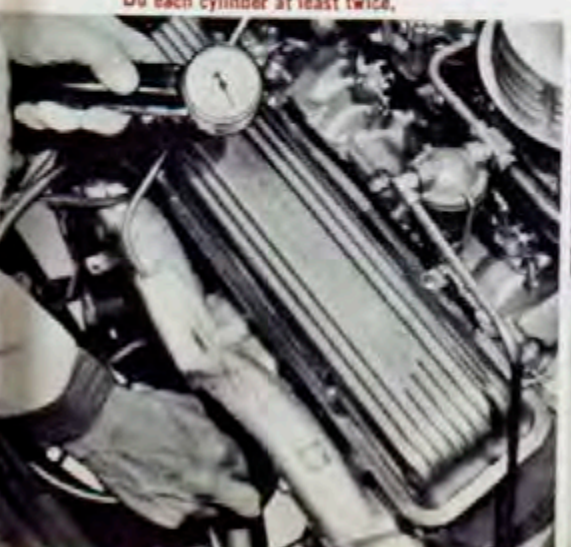
I. Use an ignition wrench to adjust mixture screws on dual four-barrel installations.



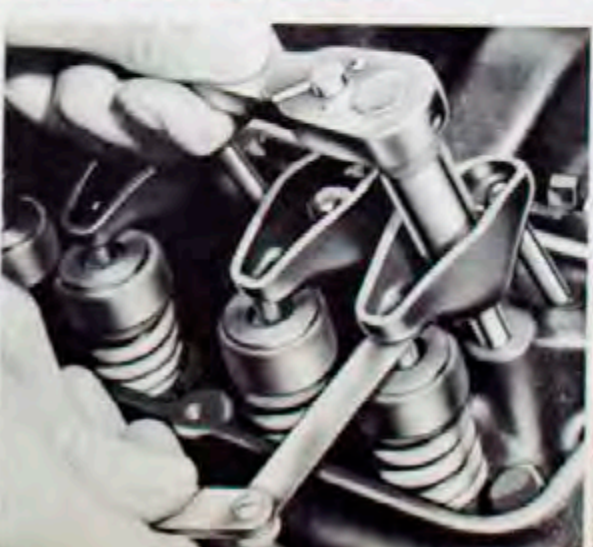
J. Fuel injection idle and mixture screw locations.



K. Check compression with all plugs removed. Do each cylinder at least twice.



L. Set valve lash with engine idling and warm.



M. On carbureted engines, always check to see that the manifold heat control valve is free.





CORVETTE CONQUERS 3,000 PLUS KILOMETERS IN VIIIth INTERNATIONAL RALLY ACROPOLIS!



Just before Rome hosted the '60 Olympic Games this past summer, Greece presented an affaire d'honneur far more eventful for sports car enthusiasts—the VIIIth Acropolis International Rally. And like Caesar with his Roman army, Corvette co-drivers John Kingsley and John Chronides came, they saw and they conquered.

This heritage-steeped rally is held under the High Patronage of His Majesty the King of the Hellenes Paul I and organized with the cooperation of the Royal Automobile and Touring Club of Greece and the Automobile Clubs of Yugoslavia and Trieste. The "glory that was Greece" (and the colorful background that still is Greece) blended with the throaty performances of the world's leading sports cars. England's Jaguar, Germany's Mercedes, Italy's Ferrari—these are just a few award winners in past Acropolis rallies. And now in 1960, America's Corvette joins the honored ranks.

A profusion of competitors started off from two separate cities—Athens and Trieste—met at a central control point and journeyed back over a common itinerary to the finish line at the foot of the Acropolis in Athens. The distance—over 3,000 kilometers (approx-

mately 1,900 miles) of rugged, mountainous terrain. Corvette and its cup-winning crew took the Athens itinerary.

The Acropolis, where ancient Athens once stood in regal splendor, provided an impressive background for the start of the Athen's contingent. Drivers and power-packed cars waited eagerly as one by one, with the precise timing of a well planned rally, competitors began their trek across the historic countryside of Greece.

First, south to Cape Sounion, then north. The Athens itinerary led the Corvette to Marathon Tombi—tomb of the Marathon soldiers. It was on the battlefield at Marathon in 490 B.C. that a brave army of Greek citizen-soldiers, outnumbered ten to one, successfully defended Athens against the onslaught of the invading Persian army. Here, too, the traditional Marathon Run of the Olympic Games had its beginning as Pheidippides, a Greek soldier, ran 24 miles at top speed to spread the victory news that "Athens is saved."

Following carefully the rally route and RIA, CONTROLE signposts of control points, Kingsley and Chronides headed northwest toward Delphi—once noted



FLAGS OF MANY NATIONS FLY OVER THE INTERNATIONAL RALLY ACROPOLIS

ANCIENT ACROPOLIS—AN IMPRESSIVE BACKGROUND FOR POWER-PACKED SPORTS CARS

CORVETTE "STRUTTING ITS STUFF" ON THE BRAKING AND ACCELERATION TEST



CORVETTE FLATTENS THE HILL CLIMB



HEADED FOR MARATHON—TOMB OF THE MARATHON SOLDIERS

for its soothsaying oracle—and Thessaloniki. Then east on flatter terrain to Amphipolis, Porto Lago and Alexandroupolis—the Thracian city on the Aegean Sea named for the conqueror Alexander of Macedonia. To the eager participants, it was the farthest control point east and time to turn west to Serrai.

From Serrai, where the Athens and Trieste itineraries became one for the rest of the journey, the route went south into the Pindus Mountain Range. Again the beauty and vivid color of Greece was intermingled with the tense, demanding excitement of mountain driving. Kastoria, Grevena, Kalampaka, Lamia, Agrinion, and a one-hour ferryboat ride across the Gulf of Corinth into southern Peloponnesus—each driver making sure to sign in at each control point.

In Peloponnesus, Kingsley, Chronides, and the powerful Corvette advanced through Olympia and Sparta. Then, on to Korinthos and the last leg to Athens.

Fifty-four hours after the start of the rally, the Corvette and its co-drivers arrived back at the foot of the Acropolis . . . but there was still more. A thorough inspection of each car, speed competition, a braking and

acceleration test, and a hill climbing event—each judged under the rigid restrictions established for the Acropolis Rally. As an example, the official rule book stated that upon risk of 500 penalty points, no repairs or refuelling was allowed in the closed park after the speed competition. In exceptional cases, "changing a wheel or tyre, and an electric bulb," was allowed only when strictly supervised.

Points were totaled, awards given, and John Kingsley, John Chronides, and the American Corvette took top class honors. Later, the "soiree de gala," a gay semi-formal party, provided tired but happy competitors with well deserved relaxation.

The Corvette more than proved itself on the arduous 1,864-mile course, making the trip without the slightest difficulty. Newspapers in France, Germany, England, Switzerland, and Greece commented enthusiastically on the remarkable performance. Due to the aroused European interest in Corvette, an invitation was extended by the Royal Automobile Club of Belgium to enter the marathon of all European rallies—the Liege-Rome-Liege. Another mark of distinction had been added to the already impressive record of Chevrolet's Corvette.

CORVETTE—SUBJECT OF ADMIRATION WHEREVER IT WENT



TO THE VICTORS, GREEK PRIME MINISTER KARAMANLIS (at left) PRESENTS THE LAURELS



RUGGED GOING, RICH IN THE COLOR AND TRADITIONS OF GREECE

