

# CORVETTE NEWS

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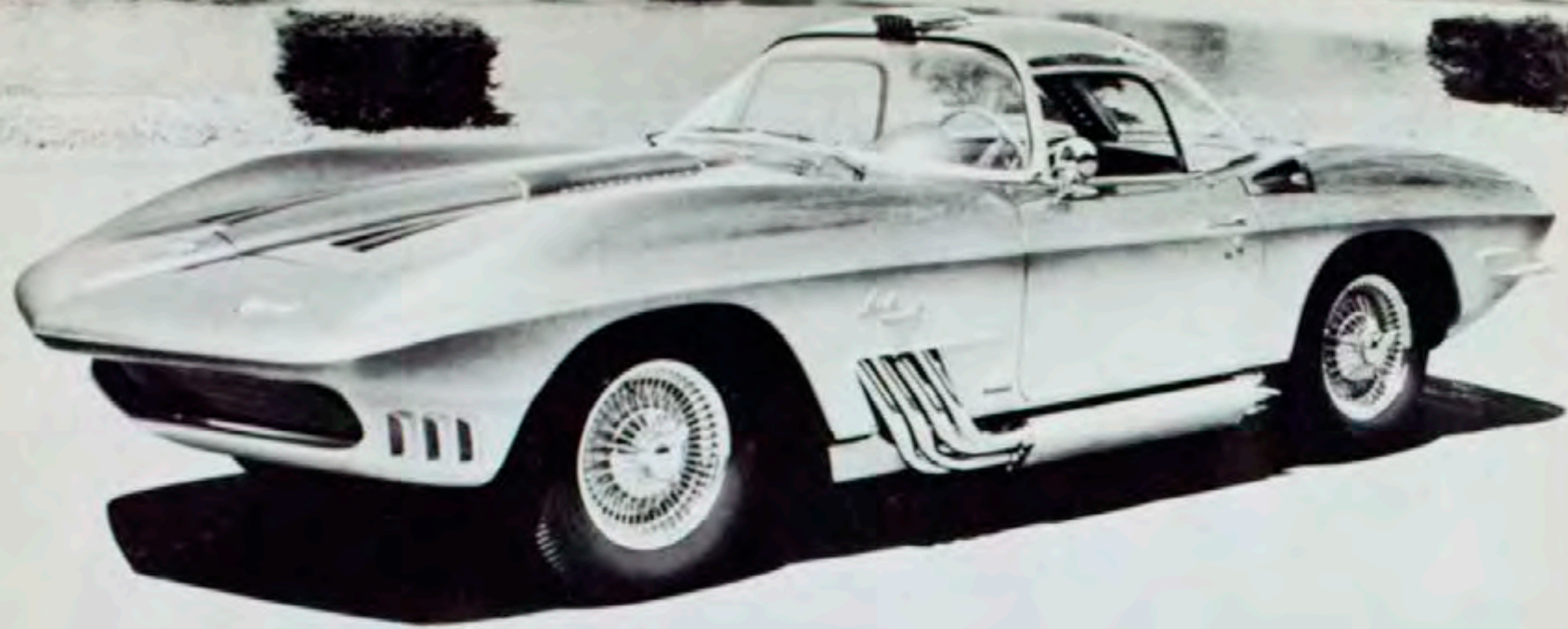
FOR CORVETTE ENTHUSIASTS

*John...  
part...*

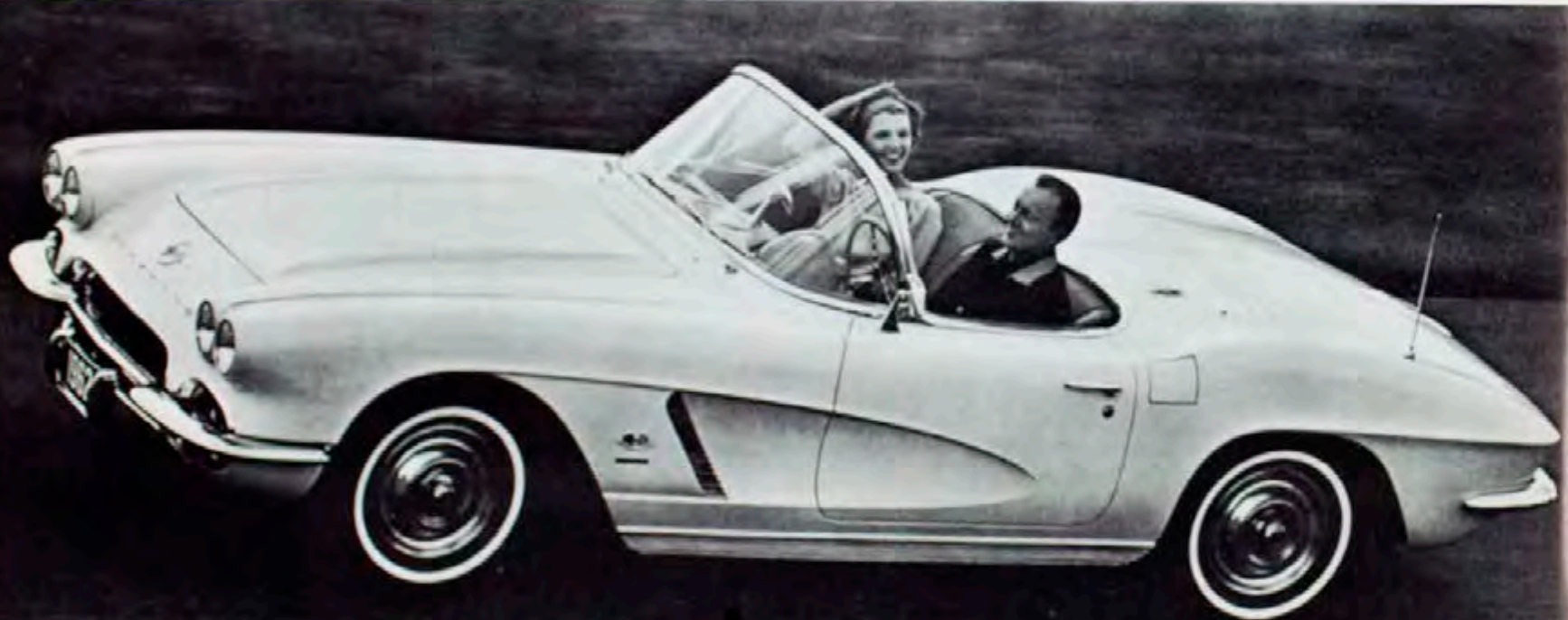




# CORVETTE NEWS



**CORVETTE "SHARK"**—Experimental Corvette styling showpiece patterned after the flowing, graceful lines of a shark. Of particular interest is the paint treatment—white on the bottom graduating in color to deep, lustrous blue-green on top. The Shark is powered by an experimental supercharged Corvette V8 and is being shown at top sports car events across the country.



# CORVETTE

THE CAR TO CATCH FOR 1962

**P. 4—BOLD NEW POWER NEATLY BLENDED WITH A REFINED NEW LOOK**

*Eight full pages of information on all that's new for Corvette—1962 edition. Complete tune-up chart for all 1962 engines.*



**P. 12—"FROM DRAGSTER TO DRIVER"**

*Personable Dave MacDonald's own story about his drag racing and road racing adventures with his Corvettes.*



**P. 16—CENTRAL OHIO ECONOMY RUN**

*A Corvette with Ramjet Fuel Injection scores a fantastic 41 mpg in Central Ohio's first all-Corvette economy run.*



**P. 18—CORVETTE CLUB DIRECTORY**

*Seventy-seven Corvette Clubs are now accounted for, with new members listed in the growing National Council of Corvette Clubs.*



**P. 20—CORVETTE CHECKPOINT**

*Items of interest to all Corvette owners, including the fabulous experimental "Shark" Corvette's appearance on Route 66.*



**P. 22—CONTINENTAL DIVIDE RALLY**

*Colorado's worst winter weather in 30 years arrived in time to harass rallyists during the running of the Continental Divide Rally.*



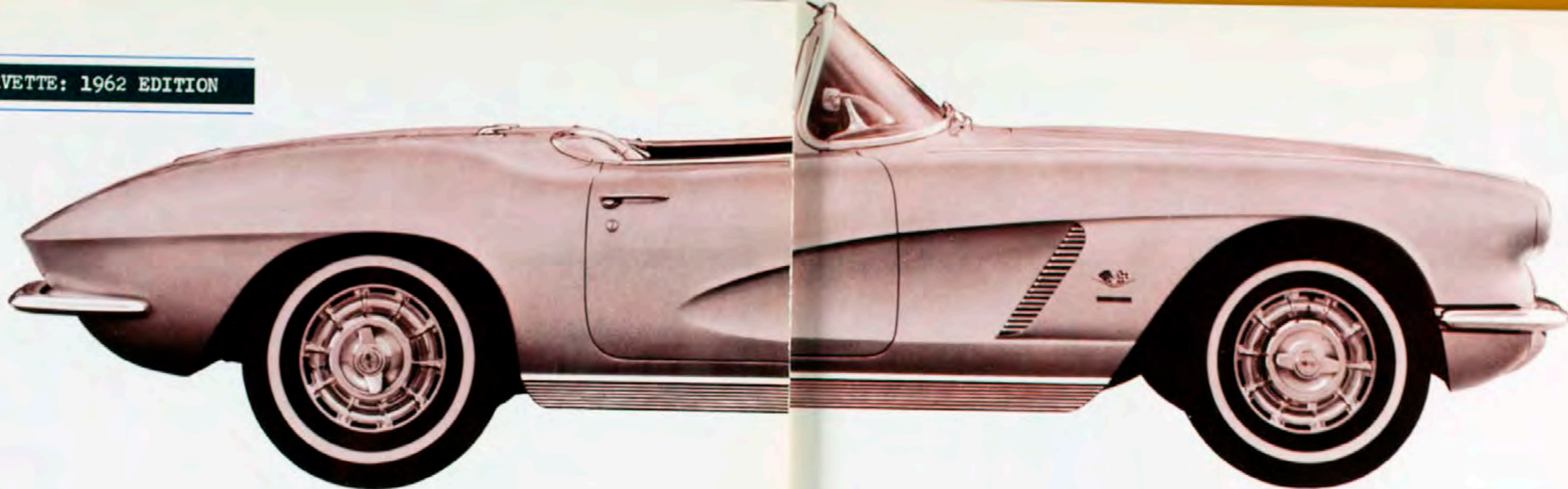
**COVER**

*Commander Alan B. Shepard, Jr., and the 1962 Corvette. Cover photo by Don Sudnik, General Motors Photographic.*



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.





## BOLD NEW POWER NEATLY BLENDED WITH A REFINED NEW LOOK

Corvette's biggest news in 1962 is under the hood—where a brand-new 327-cubic-inch V8 engine is nestled. Corvette enthusiasts have a choice of four new high-performance engines with new transmission and rear-axle combinations—all wrapped up in styling that's distinctive for '62. A black anodized aluminum mesh is set deeply into the grille opening. Side styling is freshly simplified with the removal of the bright-metal trim around the core. This outline has been raised to form a "windsplit" and a simulated exhaust grille

replaces the three bars behind the front wheel opening. A new rocker sill molding is as practical as it is luxurious appearing; affords excellent protection from gravel and stones. It's ribbed aluminum and can't rust. Inside and out, the '62 Corvette still competes with the world's costliest sports cars for luxury and comfort. For instance, seat-styling contours have been changed subtly; seat ribbing is more closely spaced. New trim panels highlight the doors. Corvette's instrument panel and comfort appointments retain last year's appeal.



*Subtle styling refinements blend with interior comfort—  
an all-new line-up of engines promises  
new performance highs*





# NEW CHAMPIONSHIP 327-CU-IN V8 ENGINES PACK A WALLOP

## Here's the inside story on the "327" features

Corvette's new 327-cubic-inch V8 follows the highly successful 283-cubic-inch V8 of previous years. The 327 engine, however, has a new block design with a larger bore and stroke. ■ The basic objective of the new engine was to retain durability under high-performance demands while increasing the available power output. Total engine weight is slightly increased from previous models. It's not significant enough, however, to affect handling and braking characteristics either on the highway or on the course. ■ On these two pages are full technical details on the internal workings of the new 327-cubic-inch Corvette V8s—details that will satisfy the most ardent performance fan. With an eye to future development, Corvette engineers have kept reliability foremost in their thinking.

## Technical details common to all Corvette 327 V8s

All Corvette V8s have 327-cubic-inch displacement with a 4.0" bore and a 3.25" stroke, an increase of .22" bore and a .25" stroke over previous models. Aluminum pistons are designed for either 10.5:1 or 11.25:1 compression ratios and are relieved for valve clearance. Special performance engines (see **a**) feature new impact-extruded forged domed pistons for higher compression and greater durability. The new crankshaft (**b**) is forged steel, precision machined. Premium aluminum main bearings add to durability. ■ New carburetors give new punch to the Corvette engines. Either of two 4-barrel carburetors (**c**) is used with appropriate camshaft and other engine equipment to produce engines of 250, 300 or 340 horsepower. ■ The standard engine's four-barrel carburetor has 1.06" diameter primary venturis, while the optional aluminum four-barrel unit has 1.25" diameter primaries. The new larger aluminum carburetor replaces twin four-barrel carburetion and continues using an automatic choke.

### Standard 250-hp Corvette V8

Corvette's standard engine features the regular four-barrel carburetor (with 1.06" diameter primaries), regular camshaft, hydraulic valve lifters, 10.5:1 compression ratio and a single-point distributor with combination vacuum-centrifugal advance. Full dual exhausts are standard equipment and the engine is available with all three transmissions. 4-Speed Synchro-Mesh ratios with this engine are 2.54:1—1st; 1.92:1—2nd; 1.51:1—3rd and 1:1—4th.

### 300-hp Corvette V8—RPO 583

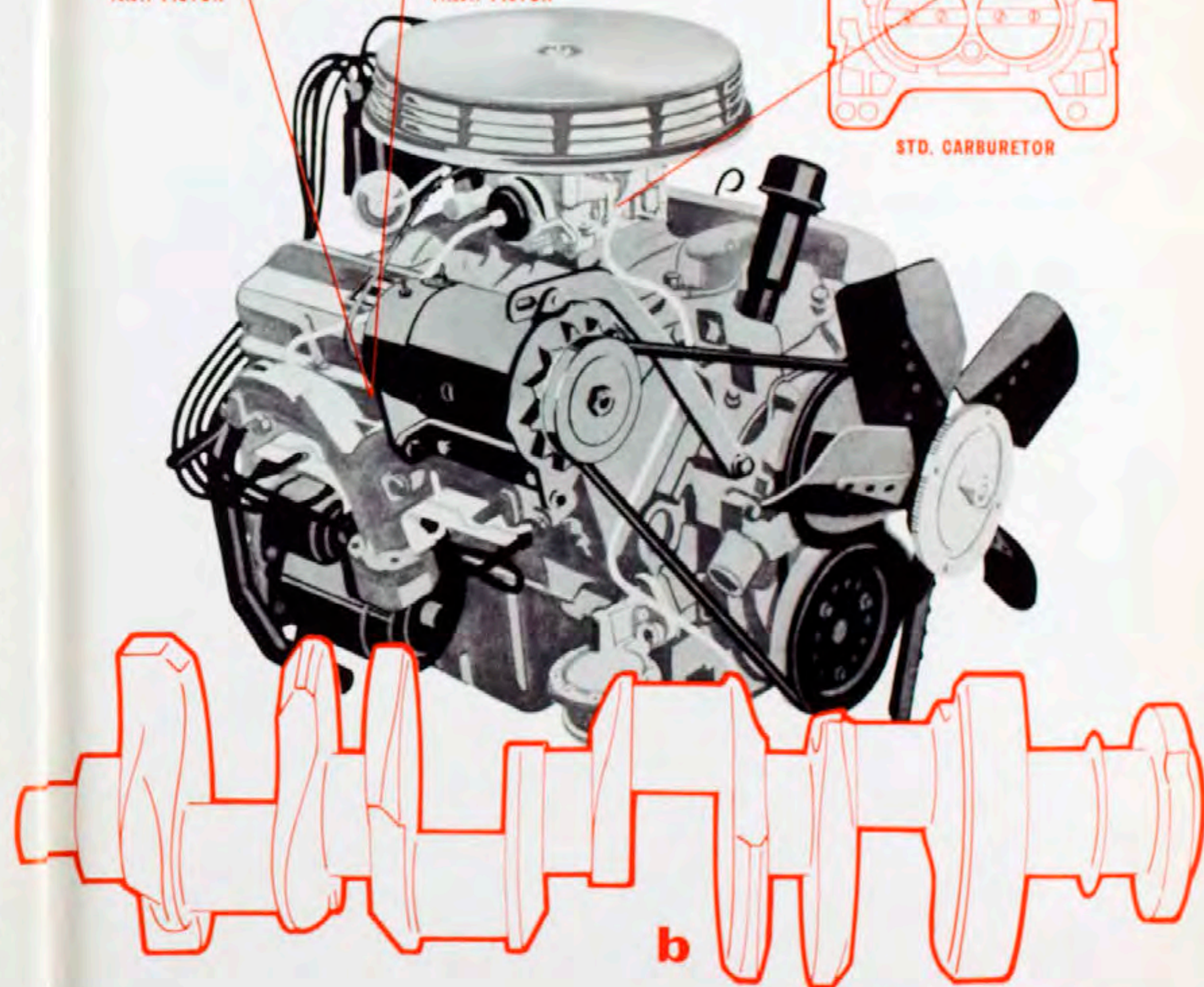
This optional engine features the larger aluminum four-barrel carburetor (with 1.25" diameter primaries), modified intake manifold, large intake valves, large exhaust manifolds, regular camshaft, hydraulic valve lifters, 10.5:1 compression ratio and a single-point distributor with combination vacuum-centrifugal advance. Full dual exhausts are standard equipment. Engine is available with all transmissions. 4-Speed Synchro-Mesh ratios are the same as with the standard 250-horsepower engine.

### 340-hp Corvette V8—RPO 396

Producing more than one horsepower per cubic inch, the 340-hp option uses the larger carburetor, special cast-iron cylinder heads with larger ports, large intake valves and exhaust manifolds, impact-extruded domed aluminum pistons for 11.25:1 compression ratio, special camshaft and mechanical valve lifters. Dual point distributor has full centrifugal advance. Dual exhausts are standard equipment. Available with 3- and 4-Speed transmissions only, with close-ratio gears (2.2:1—1st; 1.66:1—2nd; 1.31:1—3rd; 1:1—4th) used with 4-Speed.

### 360-hp Ramjet Fuel Injection V8—RPO 582

A going new powerhouse with Ramjet Fuel Injection and all of the equipment featured on the 340-horsepower V8. Available with 3-Speed or 4-Speed Synchro-Mesh transmissions only, it is especially designed for use with 4-Speed Synchro-Mesh featuring close-ratio gears. Rear axle ratios from 3.08:1 to 4.56:1 in six increments offer performance suited to short- and long-distance courses alike.



NEW CRANKSHAFT FOR 1/4" LONGER STROKE





**SUPERB  
TRANSMISSIONS  
PUT CORVETTE'S  
ABUNDANT NEW  
POWER TO WORK**

**STANDARD 3-SPEED SYNCHRO-MESH**—Corvette's standard 3-Speed Synchro-Mesh transmission is smooth shifting and quiet in operation. Teamed with a 3.36:1 axle with all engines, it gives a balance of acceleration and highway cruising economy that suits it for casual driving.

**4-SPEED SYNCHRO-MESH**—with ratios matched to engine. RPO 685A 4-Speed has widely spaced ratios that make the engine-transmission combination more suited to street use. It's teamed with a 3.36:1 rear axle, and can be ordered with a 3.08:1 axle if desired. Available with 250- and 300-hp engines. RPO 685B 4-Speed has close-ratio gears that make this transmission best suited for performance events. The gears are spaced to keep engine rpm in its most useful range for maximum performance. Teamed with 340- and 360-hp engines.

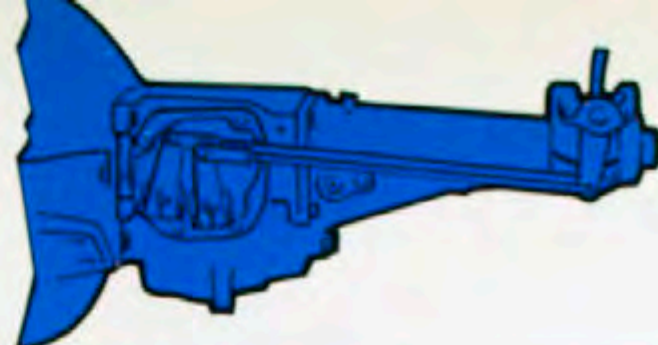
**NEW POWERGLIDE** automatic for smooth "town car" performance.

RPO 313 Powerglide features a new lighter weight aluminum case and a 3.36:1 rear axle helps improve cruising economy.

**1962 REAR AXLES TAILORED TO POWER TEAM  
WITH RATIOS DESIGNED FOR FLEXIBILITY**

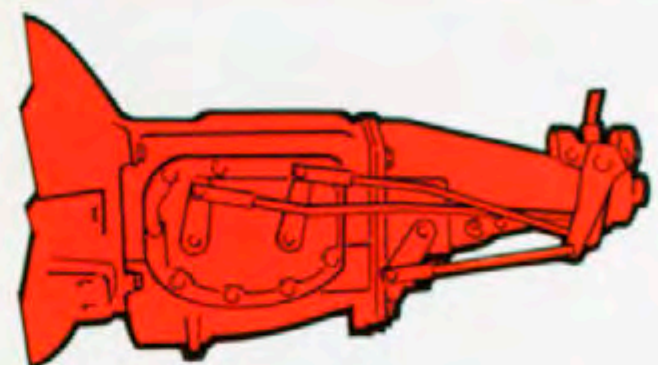
TRANSMISSIONS	REAR AXLE RATIOS	
	STANDARD	POSI-TRACTION RPO 675
<b>3-SPEED AND POWERGLIDE</b>	3.36:1	3.36:1
<b>RPO 685A—4-SPEED WITH 250- or 300-HP V8s. WIDE RATIOS (2.54:1 LOW)</b>	3.36:1	3.36:1
	(3.08:1 RPO 203)	3.08:1
<b>RPO 685B—4-SPEED WITH 340- or 360-HP V8s. CLOSE RATIOS (2.20:1 LOW)</b>	3.70:1	3.08:1
		3.36:1
		3.55:1
		3.70:1
		4.11:1
		4.56:1

Rear axle ratios have been matched to engine and transmission to give maximum flexibility. Ratios with standard 3-Speed Synchro-Mesh or optional Powerglide automatic are chosen to balance acceleration with highway cruising economy and low engine speed. Close-ratio 4-Speed Synchro-Mesh rear axle ratios are offered in a wide choice with both optional high-performance V8s to tailor car performance to a particular course or event. All optional ratios with high-performance V8s are Posi-traction units. Check the chart to match transmission and rear axle ratio to suit your kind of driving best.



**3-SPEED RATIOS**

1st	2nd	3rd	Reverse
2.47:1	1.53:1	1:1	2.80:1



**4-SPEED RATIOS**

	1st	2nd	3rd	4th	Reverse
<i>with 250- or 300-hp V8s</i>	2.54:1	1.92:1	1.51:1	1:1	2.61:1
<i>with 340- or 360-hp V8s</i>	2.20:1	1.66:1	1.31:1	1:1	2.26:1

**1962 CORVETTE STANDARD EQUIPMENT**

**ENGINE:** Corvette engines are 327-cubic-inch displacement valve-in-head V8s with 4.0" bore and 3.25" stroke, precision balanced as an assembly. All engines have independent operating mechanism for each valve, precision-machined forged steel crankshaft, with premium aluminum main bearings, full-pressure lubrication system, full-flow oil filter, automatic choke, 12-volt electrical system, 30-amp. generator, full dual exhaust. Oil-wetted, polyurethane element, buffed aluminum air cleaner. Distributor-driven tachometer. All-aluminum cross-flow radiator.

**TRANSMISSION AND CLUTCH:** 3-Speed Synchro-Mesh, standard equipment with floor-mounted gearshift. 10" semi-centrifugal coil spring clutch.

**EXTERIOR:** Fiber-glass reinforced plastic body—sculptured side and rear panels. Cove trim and rocker panel moldings. Magic-Mirror acrylic lacquer finish in seven solid colors. Front hinged hood. Three-unit front grille. Pushbutton door handles and key lock. Cowl ventilator. Large luggage locker with spare wheel under floor. Concealed well for folding top behind seats. Choice of manually operated folding soft top or easily removable plastic hardtop. Frame-mounted wraparound bumpers.

**INTERIOR:** Interior colors in black, red or fawn keyed to exterior colors. Foam rubber padded all-vinyl bucket seats, individually adjustable. Safety belts. Crank-operated windows. Passenger assist bar in instrument panel cove with stowage bin below. Competition-type steering wheel. All instruments, starter-ignition switch and light switch on instrument panel. Built-in, outside air heater-defroster with controls on center console.

**DIMENSIONS:** Wheelbase, 102". Overall length, 176.7". Overall height: soft top up, 52.2"; top down, 50.1"—hardtop, 52.1". Height at door, 32.2". Road clearance, 6.7". Overall width, 70.4". Tread: front, 57"; rear, 59".

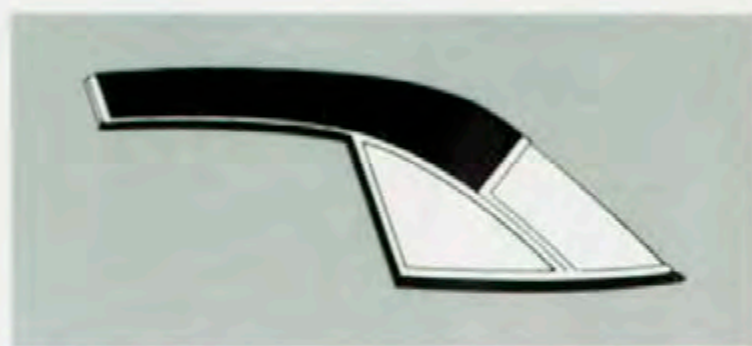
**HEADLIGHTS AND TAILLIGHTS:** Dual headlights in front fenders give well-directed pattern of light on low beams; long, safe pattern on high beams. Four taillights give increased illumination for stopping, turning and night driving.

SOLID COLORS RPO NO.	EXTERIORS (including Removable Hardtop)	INTERIORS— RPO NO.			FOLDING TOP	
		490D Red	Reg. Black	490F Fawn	Reg. Black	470E White
900	Tuxedo Black	x	x	x	x	x
936	Ermine White	x	x	x	x	x
938	Almond Beige	x		x	x	x
923	Roman Red	x	x	x	x	x
940	Sateen Silver	x	x		x	x
920	Fawn Beige	x		x	x	x
948	Honduras Maroon			x	x	x

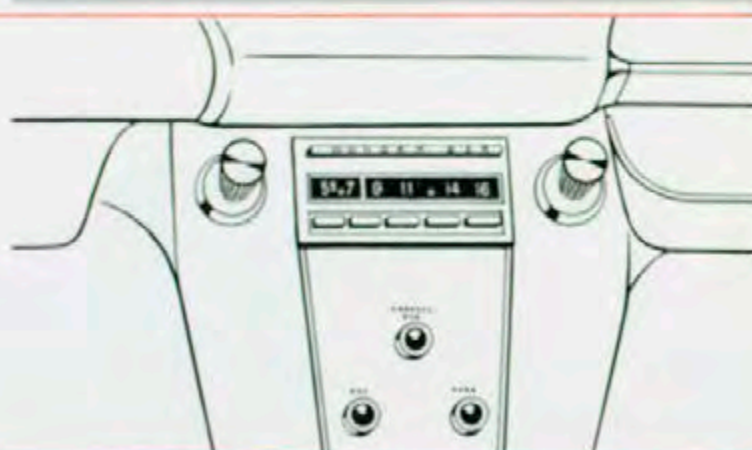


## OPTIONAL COMFORT ITEMS FOR 1962 CORVETTE LUXURY

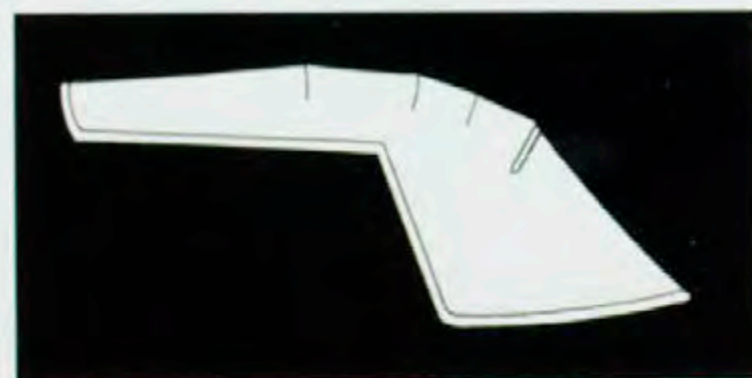
**HARDTOP**—For snug comfort in winter climates. Rear window wraps around to meet side windows for excellent rearward vision. Both tops make an ideal comfort package.



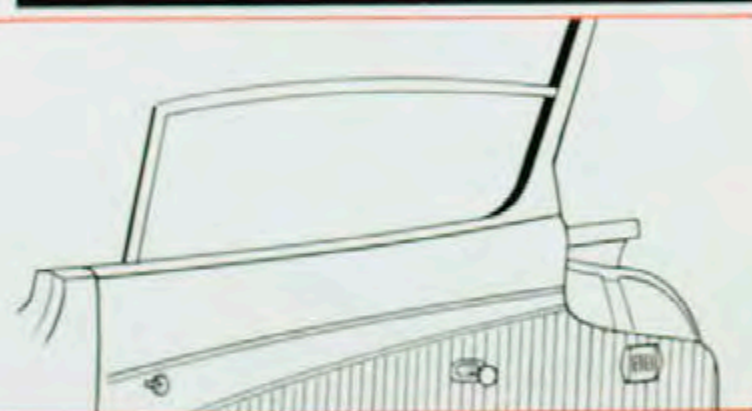
**RADIO**—Transistorized signal-seeking radio that mounts in center console. Fully shielded from engine ignition by bright-metal shields around distributor and spark plug wires. Antenna mounts on left rear fender.



**POWER-OPERATED SOFT TOP**—Convenient to operate with control in instrument panel. Raises soft top out of its well; lowers it when ready for stowage.



**POWER WINDOWS**—Convenient driver control of both windows in the event of sudden weather change. Passenger has control for individual window operation.

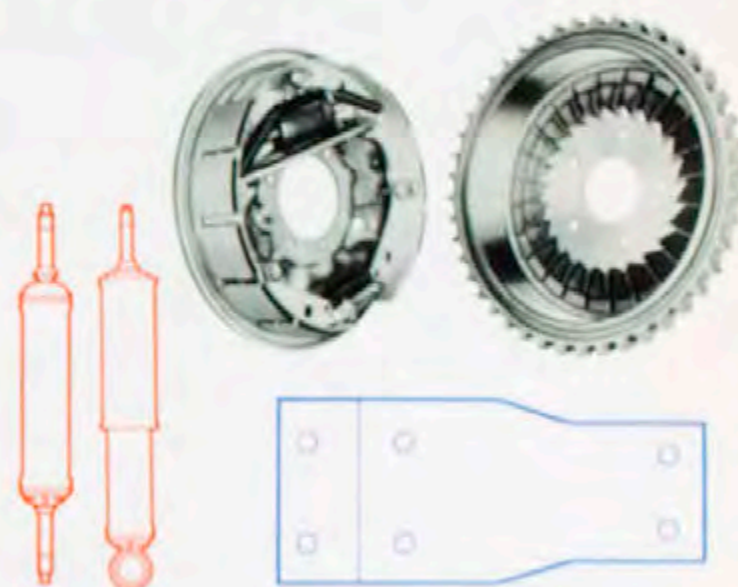


**NARROW-BAND WHITEWALL TIRES**—Thin-stripe white-wall accents tire profile; adds a luxury look to wheels.



## OPTIONS SPECIALLY DESIGNED FOR INCREASED PERFORMANCE

For added braking reserve, RPO 686—sintered-metallic bonded brake linings—can be ordered with standard drums. Full competition Corvettes will require RPO 687—Heavy-Duty Chassis Equipment including special brakes with sintered-metallic facings, finned cast iron brake drums with built-in cooling fan, vented flange plates with air scoops, fast steering adapter for 16.3:1 overall ratio, and heavy-duty front and rear shock absorbers. The basic Corvette suspension continues unchanged.



**GAS TANK—RPO 488**—24-gallon fuel tank for Corvettes entering long-distance performance events where time lost refueling is an important factor. Corvettes equipped with RPO 488 will be supplied with hardtops only.

**STRAIGHT-THROUGH MUFFLERS—RPO 441**—For off-road service on all Corvettes. Where local regulations allow, these mufflers may also be used in normal driving.

### 1962 CORVETTE TUNE-UP SPECIFICATIONS

	250 HP	300 HP	340 HP	360 HP
Recommended idle	500*	500*	650 RPM	650 RPM
Distributor part number	1110984	1110984	1110985	1110990
Breaker points	Single	Single	Dual	Dual
Advance system	Vacuum & Centrifugal	Vacuum & Centrifugal	Full Centrifugal	Full Centrifugal
Breaker arm spring tension	19-23 oz.	19-23 oz.	19-23 oz.	19-23 oz.
Point gap	New—.019" Old—.016"	New—.019" Old—.016"	New—.018" Old—.014"	New—.018" Old—.014"
Cam angle (dwell)	28°—32°	28°—32°	29° ea. breaker 33° = 1° total	29° ea. breaker 33° = 1° total
Spark advance	4° BTDC	8° BTDC	10° BTDC	10° BTDC
Initial setting @ recommended idle	0° @ 700 RPM	0° @ 700 RPM	0° @ 700 RPM	0° @ 700 RPM
Start	11° @ 1600 RPM	11° @ 1600 RPM	11° @ 1600 RPM	11° @ 1600 RPM
Intermediate	24° @ 4600 RPM	24° @ 4600 RPM	24° @ 4600 RPM	24° @ 4600 RPM
Maximum				
Centrifugal advance				
Vacuum advance	Start Maximum	0° @ 8" HG 15° @ 15.5" HG	0° @ 8" HG 15° @ 15.5" HG	None None
Valve settings	Intake Exhaust	Hydraulic	Hydraulic	.008" .018"

\*450 for Powerglide





by Dave MacDonald

## From DRAGSTER to Driver →

**EDITOR'S NOTE:** Dave MacDonald, a personable young Californian, began drag racing with a 1955 Corvette at California's San Gabriel Drag Strip. Since then, a string of seven Corvettes and expert driving has garnered more than 100 trophies in drag racing and road racing, well nigh bulging one room of his El Monte, California, home. Dave is quite modest when reciting his accomplishments, but his driving skill and mechanical know-how amply support his record. So far in 1961, Dave leads B-Production racing in the California Sports Car Club with more than twice as many points as his closest class competitor. Here is his story—from dragging to driving his flashing, blue-striped white '61 Corvette.

**MY FIRST CORVETTE—AND MANY LESSONS TO LEARN—** California is well known for its contributions to drag racing, exporting many innovations to the rest of the country. Like many a high school youth back in 1954, I went to the San Gabriel Drag Strip to watch the late model overheads battle with the flatheads. I caught the bug and bought my first Corvette in 1955—one of the first 3-Speed Synchro-Mesh equipped cars with 195-horsepower. I was delighted with the car, and many hours were spent in finely tuning the ignition and carburetion (then a single four-barrel) and making sure the tires would give the best legal bite off the line. I

had a lot of fun with the '55, took home my share of trophies and learned quite a bit from watching other drivers. Their tuning and driving techniques taught me that there is seldom a substitute for a well-prepared car.

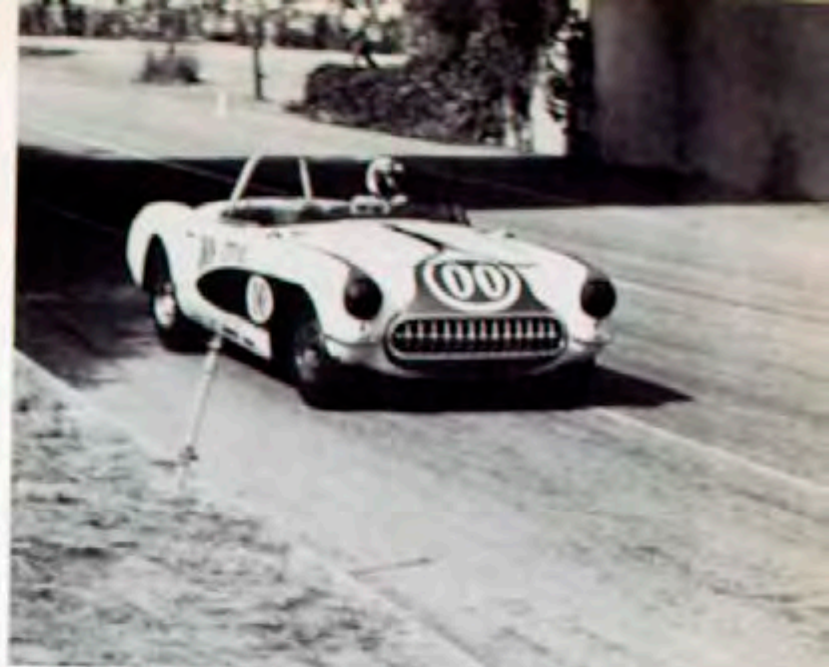
**THE DRAGS WEREN'T ALWAYS A DRAG!** I continued to run my '55 during most of the 1956 season, going to strips around my area. One afternoon, I met a young lady whose interest also centered around drag racing. While we were going together, I let her drive my car four times—and she won trophies all four times! We soon found that our interests went beyond carburetors and rear axles, and late that year I married Cherry. Our two children, a four-year-old boy and two-year-old girl, are a constant joy—and futures for a pit crew!

**1957 AND 1958—RECORDS AT MANY STRIPS—**Late in 1956 I sold my 1956 Corvette (bought a few months before) and purchased a 1957 Corvette—270-hp engine, 4-speed and 4.11:1 rear axle. After dragging the "270" for a while, it became quite apparent that Fuel Injection was a necessary item. In 1958, we sold the '57 and bought a 290-hp Corvette, with Fuel Injection, 4-Speed and 4.11:1 Positraction. From then on, my cars have had FI, 4-Speed and 4.11:1 Positraction axles—so I won't repeat each Corvette's pedigree. We went to San Gabriel, Santa Ana, Riverside, and Arizona. At these strips, I consistently set records with the car, only to have them broken, requiring another trip to reset the record. The quarter-mile is one of the toughest distance races to hold a record for, which is why those records are continually being broken.

**A CHAMPIONSHIP AT THE WESTERN STATES DRAG—** Every year, the National Hot Rod Association holds a series of regional drag racing championships. In 1958, we took our car to Chandler Air Force Base in Arizona and won the Western States Championship with a top speed of 105 in the quarter. This was with a strictly stock Corvette. We were protested, torn down and certified absolutely stock. Our record stood. Then we went to Riverside and set a standing half-mile record of 125.65.

**NO MIRAGE AT EL MIRAGE—**El Mirage, California, is a sleepy little town of about 100 people, miles from nowhere. Nothing much happens there most of the year. Once a year, though, the peace and quiet is shattered by the thundering sounds of big dragsters assaulting speed records set on the smooth, dry sand. We took our 1959 Corvette there to try for a standing mile acceleration record. The car, of course, was prepared for this type of an event. The results were gratifying. We set a speed mark of 142.95 mph in the sand—which still stands.

**I BEGAN ROAD RACING IN 1960—**Throughout 1959, the lure of road racing was getting stronger and my desire was matching it. In September of that year, I moved to Don Steves Chevrolet in La Habra. I sold the '59, bought a '57 Corvette, built up a new engine for it and prepared to enter road racing during the 1960 season. In February, 1960, I entered my first road race tagged as a sort of a fugitive from the drag strip. Fortunately, I won this race; I finished only three of my next eight





races. Every time I would get discouraged, one of these three finished races would come along and I'd gain new confidence. It is often said that you profit by failure. By this line of reasoning, I would probably be a millionaire!

In my case, the trouble was mostly mechanical. I would be leading, then the car would die or suffer some malfunction that would drop me out. Driving a road race is quite a bit different than driving a drag race. And my ambition to learn this skill kept me at it in the face of the poor showing. By the end of 1960, my finished races gave me a second place spot in SCCA Western Division in B-Production, which really surprised me. My California Sports Car Club record, however, was dotted by many DNFs.

#### 1961—NEW CAR, NEW FORTUNES, NEW EXPERIENCES—

When the 1961 Corvettes were introduced with the 315-hp engine, it was obvious that my '57 was through on the competitive course. I sold it and took delivery of

a white '61—number "00"—and prepared it for the '61 season. As sort of a warm-up, we went back to Riverside to try the half-mile drag again. We broke our own record, set in 1958, with a speed of 129 mph.

We started off 1961's road race season with nine straight victories at Pomona, Palm Springs, Riverside, Pomona again and Stockton. At the April 16 race in Stockton, California, I was protested after winning the production race. When my engine was torn down, the inspectors found that I needed a valve job, had a leaking head gasket and an out-of-balance engine!

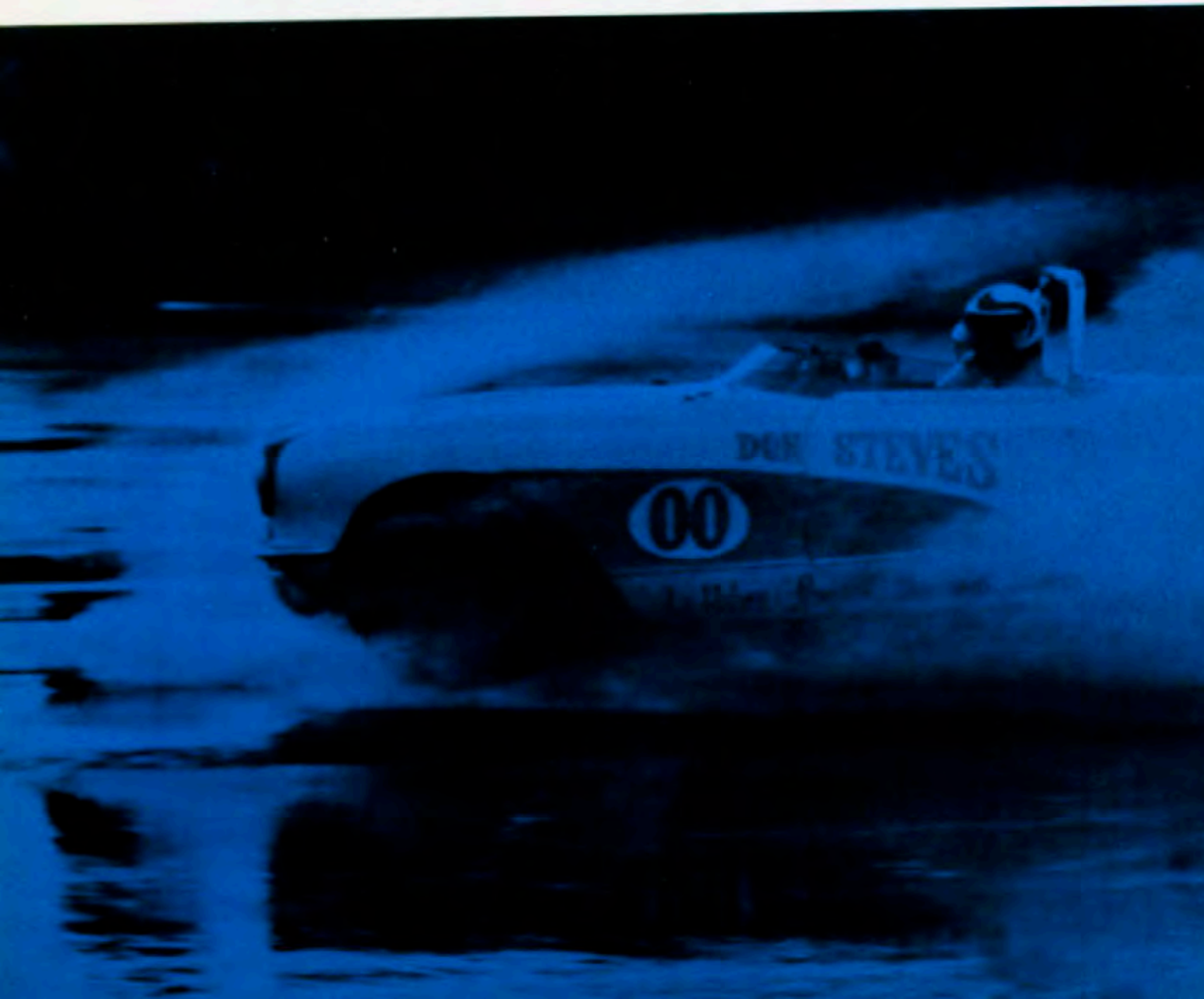
I went to Las Vegas, finished 2nd in the Saturday race, 1st in Sunday's production race. I repeated the performance about a month later at Santa Barbara. My record up to June, 1961—13 races, 11 firsts and 2 seconds—and I had finished every race.

#### ELKHART LAKE—THE BEGINNING OF A STRING OF DNFs—

My first trip to the East—Elkhart Lake, Wisconsin—for the Road America Sprints in June, somehow changed my

luck. I had taken the lead in Sunday's 300-Mile Feature Race when I dropped out due to transmission failure. Back in California, my next two races at Pomona also resulted in DNFs—Saturday due to distributor trouble, and on Sunday when my clutch blew. At Cotati, near San Francisco the next week-end, I won Saturday's race but chalked up another DNF on Sunday when my starter housing broke—a result of the clutch debacle a week earlier. At Vaca Valley I didn't finish on Saturday due to tire troubles in the rain, and again on Sunday when I gloriously blew a piston!

In spite of not finishing six of my last seven races, I had won a total of 12 races and finished second twice for a total of 60 points at the time of this writing, giving me a substantial lead over the second-place Corvette in B-Production on the West Coast. I might add that these points are in California Sports Car Club standings, and not in national SCCA standings. Overall, I feel that the 1961 season was quite an improvement over 1960—and we're looking forward to the rest of the year and 1962.







"But it was there just a minute ago!" A top-notch tech crew was on hand to help with final adjustments before the start.

## 41 MPG (With Fuel Injection) WINS CENTRAL OHIO'S CORVETTE ECONOMY RUN!

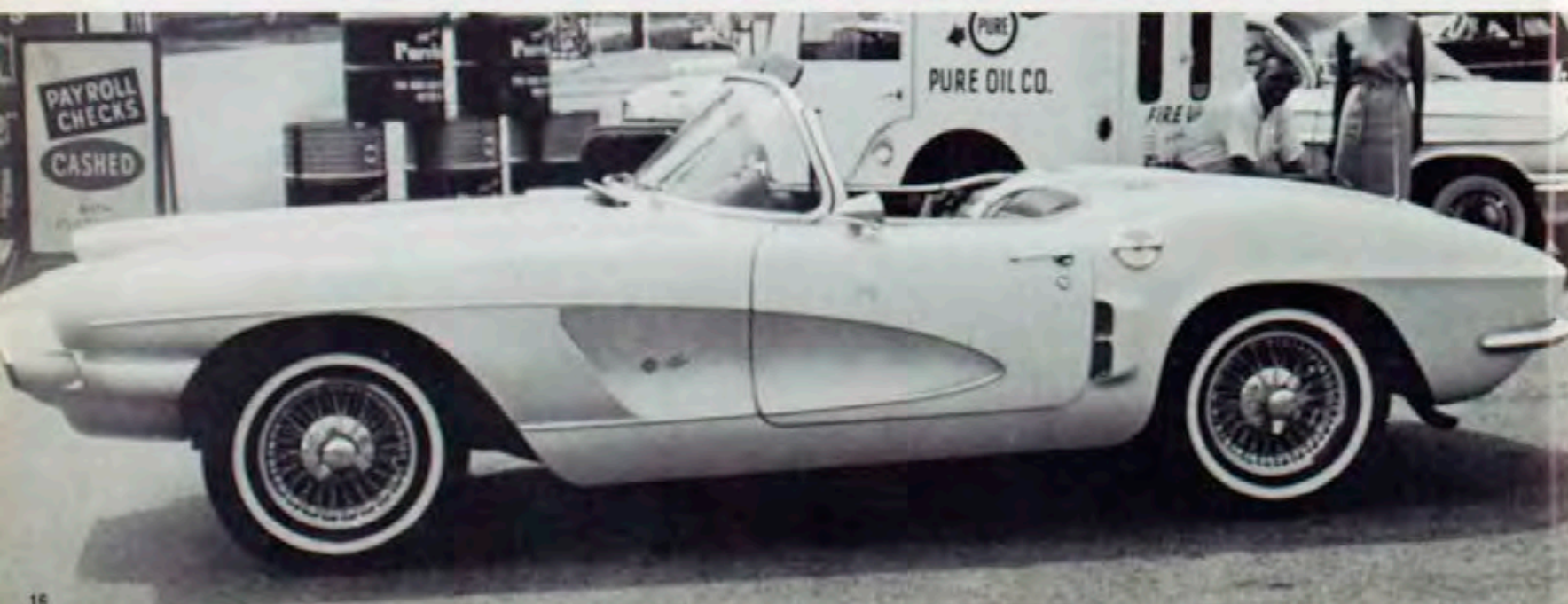
Every Corvette owner from L. A. to Jersey knows the kind of machine he has; a highly tuned sports car, designed and built for performance. Yet, last July 30, 82 drivers from six Corvette Clubs gathered in Columbus, Ohio, to find out how economical a Corvette can be. The event was the Central Ohio Economy Run for Corvettes, jointly sponsored by the Central Ohio Corvette Club and the Pure Oil Company. The results were amazing. The winner averaged 41.1 mpg with an FI 290-hp engine—and a 4.11 axle ratio!

A gas station exclusively for Corvettes? That's what the Pure Oil Station at Broad and James looked like on

the bright July morning of the run. The fleet began pulling in at "Corvette Corner" at 7:30 a.m. Attendants were kept hopping as each tank was filled to an exact level and sealed. While officials supervised the fueling operation, members of the host club gave the drivers their final instructions, antenna pennants and entry numbers. A team of top-notch mechanics was also kept busy helping with final adjustments. When all 82 cars were ready to go, the Grand Marshal, J. P. Pike of Chevrolet, announced the start.

At 10:30 a.m. the first Corvettes were off and running. The course itself was a reflection of the fine planning

Toledo's Jim White proudly displayed this custom Corvette, strikingly similar to the experimental XP-700.



of Gordon Barr, Event Chairman of the Central Ohio Corvette Club. The 150-mile run took drivers over an expressway, a hilly, winding secondary road, and through stop-and-go city driving. Contestants were allowed 4 hours and 15 minutes to complete their tours. The route had been traveled in three hours in a trial run, but extra time was added to allow for two mandatory check points, traffic difficulties and railroad crossings.

For the sake of equity, the cars were divided into 3 classes based on engine and transmission combinations. Class I included cars with 3- or 4-Speed Synchro-Mesh and Fuel Injection. Cars in Class II also had Synchro-Mesh, but coupled with carbureted engines. Class III included all Corvettes with Powerglide. All were required to be standard throughout, although generators, tops and hub caps could be removed.

By 4:00 p.m. all 82 drivers had completed their runs. As each Corvette returned to the Pure Oil Station, the gas lid seal was broken and the tank refilled to determine fuel consumption. Owen Blakslee, of Corvette Cleveland and Tiretown Corvette Clubs, burned only 3.7 gallons over the 150-mile course, averaging a fantastic 41.1 mpg for a 290-hp FI engine! Owen was the hands-down winner of the Class I trophy and the Grand Prize for the best over-all performance. Class II honors went to Dick Starts of the Tiretown Club with 31.25 mpg, and Roy Casdorff of Akron took the Class III trophy with an average of 27.03 mpg. The average for all classes combined was an impressive 21.63 mpg.

At the awards banquet, Blakslee revealed the technique he used in his phenomenal win. He'd accelerate his Corvette from 10 to 70 mph in 4th gear and shut off the engine. Then he'd let the car coast until his speed dropped back to 10 mph, restart the engine, and repeat the cycle. The method's not recommended for rush-hour driving, but it's sure stingy with the fuel.

Congratulations are in order for everyone who participated in this highly successful event. Judging by the enthusiasm generated this year, it looks like the Economy Run for Corvettes will become an annual affair in the Buckeye State.



Fill 'er up, right to the mark!

Ray Hausfeld of Pure Oil presents Owen Blakslee the Class I and Grand Prize trophies for his fantastic mileage feat.







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

**Sahuaro Corvette Assn. of Tucson**  
Dorothy Seidel, Secretary  
Rt. 9, Box 847  
Tucson, Arizona

## CALIFORNIA

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

## Corvettes Limited

Ronald M. Chazan  
824 South Burnside Avenue  
Los Angeles 36, California

## Corvettes of Southern California

Frederick T. Von Seeth  
1031 Avenue B  
Redondo Beach, California

## Corvette Owners Club of North Hollywood

Eve Maisberger, Corres. Secretary  
5942 Tujunga Ave.  
North Hollywood, California

## Northern California Corvette Association

Jack Hill, President  
4157 35th Ave.  
Oakland, California

## Corvette Club of Pasadena

Charles O. Mather, President  
c/o Frances Banya, Secretary  
949 Palm Terrace  
Pasadena, California

## Corvette Owners Club of San Diego

B. C. Perkins, President  
14056 Halper Road  
Poway, California

## San Bernardino Corvette Association

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

## Sempervirens's Corvette Club

c/o Mrs. Gloria Ghara, Secretary  
865 8th St.  
Arcata, California

## Valley Vettes

Tom Hamlin, President  
14116 Valero  
Van Nuys, California

## Corvette Super Sports

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

## Checkmates Corvette Club

Arthur Cunningham, Secretary  
3443 9th Ave.  
Los Angeles 18, California

## Camino Corvettes

Terry McHenry, President  
438 Montrose Drive  
Santa Clara, California

## All-Star Corvettes

Hagop Youkoudjan, President  
P. O. Box 74636  
Los Angeles, California

## COLORADO

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

## Continental Corvette Association

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

## CONNECTICUT

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

## Western Connecticut Corvette Club

Vincent O. Palladino, President  
Mrs. Georgina Hendrick, Secy.  
Waterbury Road  
Prospect, Conn.

## DELAWARE

## Northern Delaware Corvette Club

Walter D. Marvel, President  
17 Franklin Ave.  
Claymont, Delaware

## DISTRICT OF COLUMBIA

## Corvette Club of America

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

## FLORIDA

## Corvette Club of Miami, Inc.

Irwin R. Walls, Jr., President  
P. O. Box 35-83  
Miami, Florida

## Corvette Club of Central Florida

John H. Powell, Jr., President  
1539 Normandy Way  
Leesburg, Florida

## IDAHO

## Idaho Corvette Association

Don Dillard, President  
2904 N. 26th  
Boise, Idaho

## ILLINOIS

## Chain-O-Lakes Corvette Club

Dick Kerr, President  
913 Woodland Terrace  
Grandwood Park  
Gurnee, Illinois

## Chicago Corvette Club

William Burda, President  
234 South Prospect  
Clarendon Hills, Illinois

## North Shore Corvette Club

H. Vaughn Ryan, President  
3607 Hillside Rd.  
Evanston, Illinois

## Mid-West Corvettes

Robert C. Crane, President  
c/o Lloyd A. Coopmans, Sec'y  
2125 16th Street  
Moline, Illinois

## Corvettes of Peoria

Bill Bambrick, President  
519 W. Lamdole  
Peoria, Illinois

## Corvette Clique

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

## INDIANA

## Calumet Corvette Club

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

## Indianapolis Corvette Club

Linda Lynch, Secretary  
RR 2 Box 115  
Indianapolis 31, Indiana

## Michiana Corvette Club

Carl Long, President  
1630 S. Tayckenham Dr.  
South Bend 14, Indiana

## Tri-State Corvette Club

John E. Whalen, President  
112 W. Louisiana Street  
Evansville, Indiana

## Muncie Corvette Club

Joann Hever, President  
Burlington Dr.  
Muncie, Indiana

## Venturing Vettes

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

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## Horsemen Corvette Club

Roger Kilborn, President  
2534 Wilma  
Wichita, Kansas

## Twin Cities Corvette Club

Charles H. McDonald, Pres.  
2053 Springfield Boulevard  
Kansas City 1, Kansas

## KENTUCKY

## Kentuckiana Corvette Club

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

## LOUISIANA

## Creole Corvette Club

Red River Motor Company, Inc.  
Bossier City, Louisiana

## MARYLAND

## Corvette Club of Baltimore

W. Lark Kronberger, President  
3612 Forest Garden  
Baltimore 7, Maryland

## MASSACHUSETTS

## Corvettes of Massachusetts

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

## Corvettes of Western Massachusetts

Stevenson Doane, President  
555 Holyoke Road  
Westfield, Mass.

## MICHIGAN

## Corvette Club of Michigan

Richard Wolf  
21000 Alexander  
St. Clair Shores, Michigan

## Capital City Corvette Club

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

## Kalamazoo Corvette Club

Tom Roeth, President  
1019 Cobb Avenue  
Kalamazoo, Michigan

## Corvette Club of Battle Creek

Jerald C. Woodbury, President  
144 La Mesa Ave.  
Battle Creek, Michigan

## MINNESOTA

## Corvettes of Minnesota

David Banghart, President  
5154 Richmond Drive  
Minneapolis 24, Minnesota

## MISSOURI

## Corvette Club of Kansas City

Sam R. Snoddy, Jr., President  
10116 Maple Drive  
Overland Park, Kansas

## Corvette Club of St. Louis

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

## South St. Louis Corvettes, Inc.

Thomas L. Pachberg, President  
5417 Goethe  
St. Louis 9, Missouri

## NEBRASKA

## Cornhusker Corvette Club

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

## NEW JERSEY

## Corvette Club of Delaware Valley

William B. Kampis  
286 Edsall Avenue  
Pitman, New Jersey

## Corvettes Unlimited of New Jersey

Ken Anderson, President  
P. O. Box 575  
E. Orange, New Jersey

## Corvettes Sports Car Club

Henry Steinman, Vice President  
2215 Pine Terrace  
Scotch Plains, New Jersey

## The June Corvette Club

Marilyn Lanck, Secretary  
619 New Brunswick Ave.  
Perth Amboy, New Jersey

## NEW YORK

## Thunderbolts Sports Car Club of America

Richard E. Gerhardt, Secretary  
70 Jayson Ave.  
Great Neck, Long Island, New York

## Long Island Corvette Owners' Association (LICOA)

G. T. Reynolds, Jr., President  
506 West Merrick Road  
Merrick, Long Island, New York  
PHONE: YR 8-9026

## Northeastern Corvette Owners' Club

Joseph E. Nichols, President  
Nicholas Natch, P. O. Box 245  
North Creek, New York

## The Rochester Corvette Club

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

## Western New York Corvette Club

c/o Carl Frederickson  
40 Marvin Court  
Hamburg, New York

## Hudson Valley Corvette Club

Peter Harlin, President  
Baldwin, New York

## OHIO

## Tiretown Corvette Club

Harvey Schindler, President  
Frag Kirsch, Secretary  
1309 Forest Glen Drive  
Cuyahoga Falls, Ohio

## Buckeye Corvettes

Virian Gertz, Secretary  
800 N. Market  
Canton, Ohio

## Queen City Corvette Club

Ray J. Frank  
2184 Elanoyar Rd.  
Cincinnati 38, Ohio

## Corvette-Cleveland

Harry A. Dimek, President  
2781 Dunbrook Road  
Cleveland Hts. 6, Ohio

## Central Ohio Corvette Club

James F. Wolfe, President  
3272 Dresden  
Columbus 28, Ohio

## Tri-County Corvette Club

Paul W. Post, President  
1135 Briarwood Drive  
Hamilton, Ohio

## OKLAHOMA

## Oklahoma Corvette Club

Mrs. Mary Kay Leasin, Secretary  
122 S. W. 6th Street  
Oklahoma City 8, Oklahoma

## OREGON

## Corvettes of Oregon

Richard Hammond, President  
1635 N. E. Sandy Boulevard  
Portland 12, Oregon

## PENNSYLVANIA

## Schuylkill Valley Corvette Club

Mrs. George Sellar, Secretary  
Star View Farm  
Auburn, Pa.

## Corvette Club of Western Pennsylvania, Inc.

Russ M. Harris  
Director, Public Relations  
1224 Carson Street  
Pittsburgh 3, Pennsylvania

## SOUTH CAROLINA

## Corvette Club of Greenville, S.C.

Bill Pickettman, President  
63 Blue Mt. Drive  
Greenville, S. C.

## TEXAS

## Corvette Club of Texas

John Perry  
7155 Wilshire  
Dallas, Texas

## San Jacinto Corvette Club

Forrest Balfin, President  
c/o Boyd Mullen Chevrolet  
P. O. Box 1011  
Pasadena, Texas

## UTAH

## Corvette Club of Utah

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

## VIRGINIA

## Corvette Club of Richmond

Dorothy G. Clark, Secretary  
P. O. Box 6312  
Richmond 30, Virginia

## WASHINGTON

## Pacific Northwest Corvette Association

Jim Gray, President  
9208 17th Ave., S.W.  
Seattle 6, Washington

## WISCONSIN

## Wisconsin Corvette Club, Inc.

Russ Townsend, Secretary  
c/o Humphrey Chevrolet Co.  
3419 W. Wisconsin Ave.  
Milwaukee, Wisconsin

## Wisconsin Corvette Club, Northeast

Miss Barbara Schutze, Secretary  
221 E. Beakup St.  
Green Bay, Wisconsin



### CHICAGO CORVETTE CLUB HOLDS DRIVER'S SCHOOL IN APRIL

In spring, while fancies are usually directed toward conventional pursuits, the Chicago Corvette Club holds a driver's school at Meadowdale International Raceways. Since 1959 this active club has hosted this event to help Corvette owners learn proper driving, braking and cornering techniques on a true road course. According to Mr. E. L. Hackett, president, "These sessions help 'boulevard' drivers get the feel of modified racing (every sport car owner's dream) and really driving their Corvettes." Their preparations are certainly complete. All safety precautions are observed, flag and phone stations are manned and an ambulance with a doctor is in attendance. The school teaches correct methods for entering or leaving the course, proper hand signals and how to handle Corvettes in emergency situations.



### HOSTS NATIONAL COUNCIL OF CORVETTE CLUBS SCHOOL IN AUGUST

The National Council of Corvette Clubs was impressed with the preparations and precautions observed by the Chicago Corvette Club, and decided to hold the Council's first driving school in Chicago on August 13. On that bright, sunny day NCCC members from five Corvette Clubs met and held the event at Meadowdale. All safety precautions, including roll bars, helmets, driving suits and strict inspections were observed. Cars without roll bars were limited to 5 laps at a time with a strict 60-mph speed limit. Drivers of these cars were accompanied by licensed drivers for observation. Drivers of qualified cars (with roll bars, fire extinguishers and other required safety equipment) were allowed to practice at speed only after observation. A driver's school met several times during the day to discuss proper driving technique through Meadowdale's tricky corners, the famed "Monza Wall" and straights. Cornering, braking and handling were covered thoroughly. As usual, a doctor, ambulance and other safety equipment were in readiness, but not needed. The event, directed by National Council Vice President Andrew Baumgartner of Corvette, Cleveland, was an unqualified success with all entrants wanting to return soon. Event Chairman Frank Malinowski of Chicago Corvette Club deserves much credit for arranging the myriad details necessary to make an event of this nature the success that it was.



### EXPERIMENTAL CORVETTE STARS ON ROUTE 66

Late in August, Martin Milner, George Maharis and company traveled to Gloucester, Massachusetts, to film a new Route 66 episode featuring the experimental Corvette "Shark." Despite interruptions caused by one very uncooperative Hurricane Esther, the shooting schedule was finally completed on September 22. In the story, shown on the CBS television network October 27, Miss Janice Rule and Martin Milner drove this supercharged beauty to unfold an enticing story about a wealthy Boston girl. Gloucester residents, including many Corvette owners, were treated to the sight and sound of the "Shark"—between Esther-inspired raindrops, that is.



### OLDEST CORVETTE OWNER CITES WIDE EXPERIENCE WITH CARS OF YESTERDAY

"Sports cars do not have to be justified to anyone . . . they are simply cars that those in the know appreciate. In my own experience, I figure that Corvette is specifically engineered to do more, and to do this more easily, than any other conventional car ever built." So says 78-year-old Harvey Donaldson, the oldest member of the Northeastern Corvette Owners' Club, North Creek, New York.

Born on April 6, 1883, Harvey is a firearms consultant and the designer-inventor of a number of original firearms which bear his name. He's also a widely experienced automobile enthusiast. In more than sixty years of driving, Harvey has handled such famous old standards as the Stutz Bear Cat, National, Marmon, Mercer, Apperson Jack Rabbit, Simplex, Scripps-Booth and many others. In general, he feels that while some of these cars were exceptionally fast for their time, they were hard riding and had inadequate brakes.

Any man with Harvey's experience should know what he wants in a sports car. And he's sold on Corvette. In his own words, "Mister, the world and you have never been as old as you and I are right now; so I figure to drive a Corvette now, while I still have a chance!"



### A COUPLE MORE CORVETTE COUPLES!

No doubt about it—people who love Corvettes tend to fall in love with each other! In this issue we're happy to congratulate two more couples who originally met through Corvette Clubs.

On June 17, Dick Bosley married a pretty Corvette enthusiast he met at a club meeting in Detroit. We don't have her first name, but we're sure she'd just as soon be referred to as Mrs. Richard Bosley! Talk about a Corvette family: In addition to the '57 and '58 they're pictured with, Dick owns another he's having fitted with a fast-back coupe body.



Each May the Corvette Club of Baltimore stages its Pour Dame Gymkhana. A queen is chosen annually to reign over the festivities and award the winners' trophies. The requirements set down by the Board of Directors call for a non-member, single girl with a pleasant personality; and she must have a special interest in Corvettes.

Although beauty wasn't mentioned as a requirement, this year's queen has an overabundance of the same. Her name is Melia Englehardt, better known as "Mike." Naturally, Tom Henry, activity chairman, found it expedient to work closely with Mike in carrying out the duties of his office. Result: The pair recently announced their engagement and will be married early in 1962.





MIX MUD, RAIN, SNOW—ADD IN 74 CARS—SEASON  
WITH THE WORST WEATHER IN 30 YEARS FOR THE

## Continental Divide Rally



Rallyists driving in the 9th edition of this famed run were experienced national competitors. But they got more than they bargained for in 1961.

**THE CHALLENGE**—Pick almost any given Sunday afternoon and somewhere a sports car club is holding a rally. Generally, these afternoon ventures are either pleasant drives without too much strain on either driver or navigator, or highly complex mathematical exercises for the computer-equipped. Not so the annual Continental Divide Rally. Every year for nine consecutive years, a group of rally enthusiasts begin sometime in March to devise a rally route worthy of the best European-styled event. And Colorado has a wealth of roads to work with: every imaginable surface, altitudes up to 12,000 feet and a superabundance of curves. Here's how they did it—and how you could do it, too. Mark down about 600 miles worth of these roads, set brisk average speeds, mix in about half a dozen crossings of the Continental Divide and the challenge of the Divide is clear. Start over lowlands, climb high into the mountains, swoop and plunge into deep valleys while keeping a precise average speed.

But why do drivers subject their sports cars to this sort of treatment? One answer could be that rallying, as a hobby, attains its ultimate achievement in an event of this caliber. Another might be that it stands as the rallyists' "Mount Everest" in the sports car world. Whatever the reason might be, the Continental Divide Rally draws entrants from thousands of miles away to participate every year. And, indeed, it is a championship rally event on the Sports Car Club of America's calendar. This year, 74 cars with drivers and navigators came from 18 states to meet the challenge of the Divide. Eight Corvettes were entered; one was a '62.

**A 6:01 START IN THE RAIN**—A drizzly Friday morning greeted the rallyists as they lined up for the start. At one-minute intervals the cars were off on the first day's route. Through Boulder's wet streets and into the country rolled the rally cars, following the explicit instructions on six green printed sheets. The drizzle seemed tame enough, but the weather ahead of the cars was enough to make many of them wish they had taken up dominoes for a hobby.

**AN EARLY FALL SNOW PORTENDS THE DIFFICULTIES AHEAD**—High in the Rocky Mountains, snow is a year-round cover for the bald mountain tops. However, snow in September around Boulder, Colorado, is quite a different matter. It's not expected until sometime in October. Rallyists driving up Loveland Pass left the expected rain behind—and ran straight into sticky snow. A quick peek at the rally instructions didn't turn up any special snow instructions; entrants stoically did the best they could.

**NEARLY A FOOT OF SNOW SNARLS DRIVERS**—Loveland Pass (elevation: 11,992 feet) is a majestic drive—weather permitting. This Friday, the weather wasn't. Snow piled up—as much as 12 inches in many spots. Drivers found the drive hair-raising rather than breath-taking. After what seemed an impossibly long time, the cars slipped and slid into the snowy parking lot of picturesque Arapahoe Lodge for the first rest stop. After many remarks directed toward the weather, the cars were off again once their allotted 20 minutes had passed. The rally







Drivers and navigators taking a welcome rest.



Didn't the travel brochure say something about "Early September is when Colorado is ablaze with color!"



"At the conclusion of the second day's run, entrants will have one hour to prepare their cars for the concours."



Colorado's majestic scenery is always breath-taking.

route proceeded dutifully enough along the sloshy roads right smack into a new irrigation project and sizable construction area.

**EVERYONE CHEERED UP—AND THINGS GOT WORSE—**

After clearing the construction area, most rallyists figured things had to improve. With this cheerful outlook, they soon ran into heavier snow up to a foot deep. The drivers could only follow two deep ruts at a smashing speed of about 45 mph.

An hour-long delay convinced organizers that they should stop the rally and start a new leg on an alternate route (one of six) planned for circumstances just like these. The cars were marshaled in Rand to gas up. But to no avail. The electricity was off due to the heavy snow and the gas pumps were inoperative.

The hungry rallyists—over 150 of them—descended upon the lone general store in Rand and devoured every potato chip, candy bar and peanut in the store. Suitably fortified, the entourage paraded to Walton, 40 miles

away, refilled their parched gas tanks and restarted the rally.

The balance of the day took the drivers through picturesque Colorado countryside, over the seven-mile long Moffat Tunnel (route of the crack California Zephyr) and past ski areas that looked for all the world as if they should have been operating that day. New driving "thrills" awaited the entrants as they drove up Berthoud Pass over a road under construction, dodging rocks and enormous earth-moving machines. Cresting the Pass, rallyists had to pick up time driving down the mountain over slippery roads without guard rails. By now, with the two-hour delay earlier in the day, cars were driving at night. Observers some distance away could see the tiny pencils of light from the headlights stabbing through the blackness as the cars wound around the mountain. Most of the cars were equipped for this contingency, though night rallying hadn't been planned. The super-efficient check-point crews, enduring this bitter weather for 12 long hours or more, flagged a VW in at the bottom

of this hill, and asked the driver, "What's your number?" Said VW: "Whaddya mean, what number?" "Your rally number!" "Like I'm not IN any rally!"

**TIRED DRIVERS TUMBLE INTO BED—**

The drivers had been out for many long, tiring hours when the sumptuously elegant Harvest House Motel loomed into view through the murkiness. This five-story expression of luxury greeted the rallyists at the end of Friday's run. Ordinarily it would have signaled the beginning of fun and spirited conversation. Not this time. While a few drivers enjoyed the splendid hospitality, most of them tumbled right into bed not even caring that they had crossed the Continental Divide four times that day. Saturday's start was only scant hours away, and it promised as tough a grind as Friday.

**SATURDAY—RAIN FOR A CHANGE—**

6:01 a.m. found the cars lined up for another rather sleepy start. Of course,

rain was thoughtfully provided so as not to disturb the routine. Once off, the crews buckled down to their tasks of following the second day's yellow-colored instruction sheets. On Saturday, the route explored State 7 to a junction at State 66 toward scenic Estes Park. As the cars climbed the mountains, they drove from the dismal rain into murky clouds.

**THE SUN AT LONG LAST—**

Car after car experienced a pleasant surprise on 66 that day; they drove out of the cloudy gloom and emerged into a brilliant winter playground that is Estes Park in the winter. Bright sun shone on intensely white, sparkling snow, giving the rallyists their first real mental lift of the week-end. Fifteen minutes were allowed to stop and take pictures of this splendor before getting back to business.

The sun peeked through and the roads even improved slightly, allowing the posted average speeds of 50 mph to be realistically observed. Down through Devil's Gulch Avenue to Thompson's Reservoir for a gas stop and

"Sure! Operating a checkpoint is LOTS of fun!"



"Really, you should have your top down to be sporting about this whole thing."



That mountain wall rises thousands of feet straight up—and that's where the rally route went.



"What do our instructions say about these rocks?"







At least mud isn't snow.

excited talk about Estes Park. Back on the road again through Masonville and East Horse Tooth Reservoir. Then west on State 28 and—mud! Sticky, gooey mud that mired down car after car and slowed the rally's fast pace to a crawl. This hardly allowed time for the proper appreciation of the picturesque snow-covered pines around Roosevelt National Forest. The wearying pace finally told on one Porsche crew as they lost the car on a curve and spun into a ditch, stopping rally traffic. Soon 15 of the rally cars were lined up, and their crews exhibited the kind of sportsmanship found in events of this type; extracting the Porsche, even though they were all losing valuable time and accumulating penalty points. The route led the charming mud-gray cars back to

The sun adds its warmth to this impressive view.



Lurking around that bend might be another checkpoint to surprise the unwary.

Boulder, Colorado, and, once again, the luxury of the Harvest House. Without another day of rallying to look forward to, more of the entrants took part in Saturday night's festivities.

**AFTER 544.71 MILES, THE RESULTS**—Of the 74 cars that started, only 63 finished. All of the Corvettes finished. (A hapless tow truck, used as a "sweep" car, flipped over in a ditch late Saturday afternoon.) The winners, with a 99-point error, marvelously low for the conditions, were crack rallyists George Alderman and Roger Bohl. Second place honors went to twin brothers (with twin names, also) Captains H. E. Thomas. Ross and Veta



Splendor such as this greeted the rallyists at almost every turn. Weather, though, spoiled much of the beauty.

Hartman took a well-driven third. Rallymaster Bill Barker quoted Colorado's travel brochure, saying something about "the scenic beauty that is Colorado when leaves turn in early September."

**ALL AGREED—"A DRIVER'S RALLY"**—Ask the drivers what they thought of the 1961 Continental Divide Rally and you heard, "A real driver's rally." This is perhaps the highest tribute that can be paid a rallymaster. And, listening to the thunderous applause from drivers and navigators, Ben and Vivian Mayer and their staff certainly felt that their efforts were richly rewarded.

"All right, you've just 60 minutes to wash these cars for the concours!"



Back to the snow mines.

Would these drivers be back next year? "Yes!" was the unanimous reply. For a championship rally is a challenge that few serious rallyists can pass up. It's their hobby pursued to what they consider the ultimate. Does it matter to them that their cars are subjected to considerable abuse? Apparently not. Many of them were participants in the famed Canadian Winter Rally—recognized as one of the most grueling of all national or international rally events. Why do they do it? "It gets into your blood. The Continental Divide Rally is a challenge we just can't pass up." And sometime next March the roads will come alive again as the rally committee scurries about devising a new route to challenge entrants to the 10th Continental Divide Rally.



