

# CORVETTE

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# NEWS

FOR CORVETTE ENTHUSIASTS



# CORVETTE NEWS

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**COVER—**

*Photographer Don Sudnik, G.M. Photographic, catches the winning Ferrari and the top-finishing Corvette as they hurtle through the esses at Sebring.*



# CORVETTE SCORES AT DAYTONA CONTINENTAL

Daytona International Speedway hosted its first Three Hour Sports and GT (Grand Touring) race February 11, 1962, and Corvette scored an impressive second place finish against the world's top sports and GT car drivers. According to a section of the FIA (Federation Internationale d L'Automobile) code, Corvette scored 4 points toward the World Constructor's Championship, placing behind Ferrari and ahead of Jaguar.

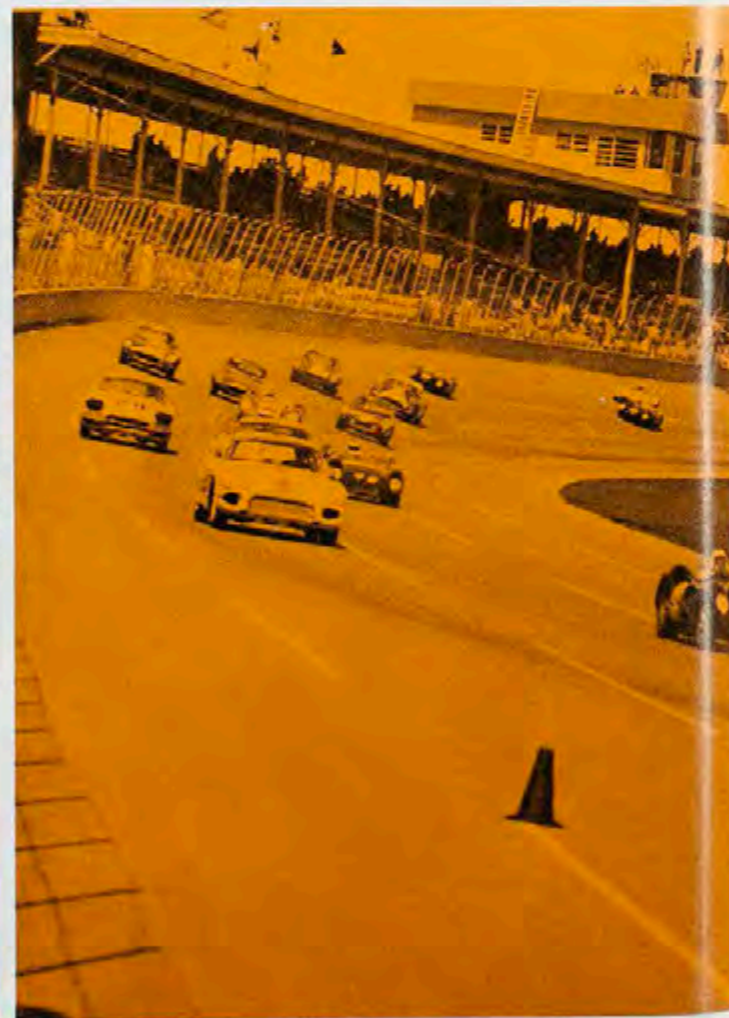
Daytona Beach, or "The Beach" as local residents refer to it, has been the scene of much rapid motion around the first few months of the year. The newly built Daytona International Speedway, located a few miles inland from the salty water's edge, houses one of the finest stock car racing plants, as well as three of the most challenging sports car courses in the United States. The sports car course that includes portions of the banked tri-oval allows top speeds of well over 150 miles per hour, while the tight twisting turns on the infield portion put maximum emphasis on car handling ability and driver skill.

The entire week-end featured cars of various sizes, engine displacements and classes. Formula Juniors and lesser displacement cars had their go on Saturday. The rest of the time was devoted by the "big 'uns" to practice, practice and more practice, trying to find the fastest "line" through the corners, trying to eke out a few more miles per hour on the straight.

The entry list for the 3-hour event numbered an awesome 60 cars—and nearly all of them were lined up at the side of the pit area for the Le Mans start. Actually two races were to be run simultaneously—one for "sports-racing" cars, those designed and equipped solely for racing, and one for "GT" or "Grand Touring" cars—those, like the Corvette, designed for street driving as well as a fast trip around the circuit. With a welter of machines such as this, it's no wonder that many



TWO ABBREAST AS THE ALAN CONNELL MASERATI-FERRARI SPORTS ENTRY AND THE YENKO-DAVIS CORVETTE POWER THROUGH A TURN. CONNELL'S CAR DIDN'T FINISH; THE CORVETTE FINISHED 19TH.



A COVEY OF CORVETTES LEADS A BRACE OF FERRARIS AND OTHER ASSORTED MACHINES IN FRONT OF THE GRANDSTAND AND TOURED THE TWISTING INFIELD CIRCUIT.



LEAVING THE INFIELD PART OF THE 3.81-MILE SPORTS CAR CIRCUIT, THE ENTRANTS ROARED BACK ONTO THE HIGH-BANKED SOUTH TURN. BOB SCHROEDER IN CORVETTE #78 LEADS, WHILE THE DAVE MORGAN-DELMO JOHNSON ENTRY, #25, ENTERS THE TURN.

spectators, uninitiated in the ways of sports car racing, soon lost track of which cars were leading in each class.

In the sports-racing division, a number of hot contenders vied for honors—Dan Gurney in a Lotus XIX, Phil Hill in a Ferrari (co-driven by Ricardo Rodriguez), and George Constantine in a V-12 Ferrari. Among the other contestants were several formidable Corvette-powered Chaparrals, the Meister Brauser and several Lister-Corvettes.

The GT division promised a hot fight between Corvette and its prime contender, Ferrari. Nine Corvettes were entered—eight were '62s. Driving the Corvettes were many notables—Dr. Dick Thompson, Bob Johnson (1960's point champion), and Marvin Panch, noted stock car driver. Stirling Moss, England's ace, was piloting one of the Ferrari GTs. So was Innes Ireland. Fireball Roberts, like Panch, a stock car driver, was in another. This was the first battle of '62 between the top Ferraris and Corvettes—with the Ferrari challenge nearly a complete factory effort, while the Corvettes were all privately entered. Grady Davis from Pittsburgh, Pennsylvania, entered two cars, one driven by himself and Don Yenke, the other by Ed Lowther and Dick Thompson. Typical of the truly private entries was Jack Knab from Dayton, Ohio, who purchased his '62 Corvette in Dayton, had it tuned by the dealer, drove it to Daytona, changed his spark plugs, put on a set of racing tires and raced! His wife acted as his pit crew in a real team effort!

The rest of the field included a number of interesting cars—the Chaparrals and Meister Brausers and four Pontiac Tempests, some with 421-cubic-inch Pontiac V8s under the hood. For American-made entries, these big-engined Tempests had a corner on the power-to-weight market.

As the 2:00 pm starting time drew close, the cars were lined up on the starting line, "Le Mans" style. All tuning, preparation, practice were finished. A few moments remained until the moment of truth. As the flag dropped, the drivers sprinted across the track to their waiting machines.

First away was A. J. Foyt in a Tempest—with the enormous Pontiac V8 stuffed under the hood. He led the entire field—Ferraris, Corvettes, Chaparrals, the whole kit and kaboodle—until he came to the first turn going into the infield. Then, in perhaps a too-eager move to keep ahead, Foyt slid off the course and three Corvettes, a brace of Ferraris and a whole string of other cars swept by while Foyt steered back onto the track. Meanwhile the GT class Ferraris had not caught up with the Corvettes yet, but about the 10th lap they had and commanded the lead. At the head was Stirling Moss, one of the world's finest drivers.

Throughout the three hours of endurance, the battle raged. Among the sports-racing cars, Dan Gurney took the lead away from Phil Hill on the 41st lap in his potent rear-engined Lotus XIX, while the rest of the field pursued. It was during the early hours of the race that the Chaparrals demonstrated their startlingly superior power against the sports-racing Ferraris. After leaving a corner going side by side, the Chaparral would simply out-torque

the Ferrari and run away from it. The Ferrari would catch up at the next corner due to a combination of big brakes and engine torque that "turned on" at higher speed. However, the brute Corvette power of the Chaparral kept it high in the standings throughout the race.

But the race was not without its toll of cars—of some 60 that started, only 34 were around when the finishing flag was dropped three hours later. Three of the four Tempests dropped out—headed by the luckless A. J. Foyt who retired after only two laps when his differential failed. Troubles plagued some of the Corvette owners, too. Jeff Stevens' Corvette dropped out for apparent mechanical bothers. Bob Johnson, driving a '62, swallowed a valve and chewed up a piston. Skip Hudson, driving Dick Doane's Corvette, developed an oil leak that finally shorted out the distributor points. And for some unknown reason, Bob Schroeder from Dallas, Texas, couldn't make his run over 4000 rpm and finally retired.

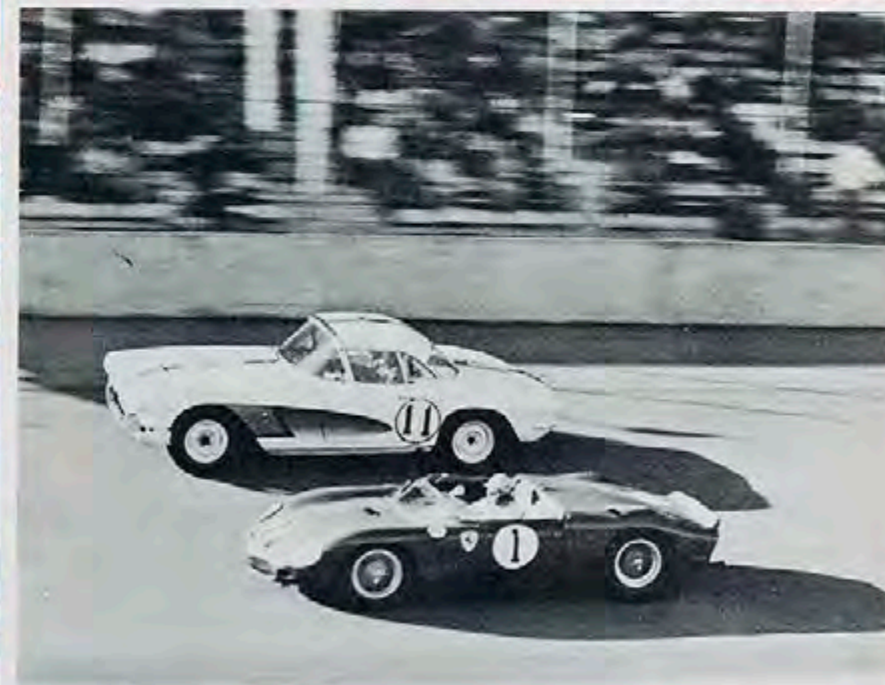
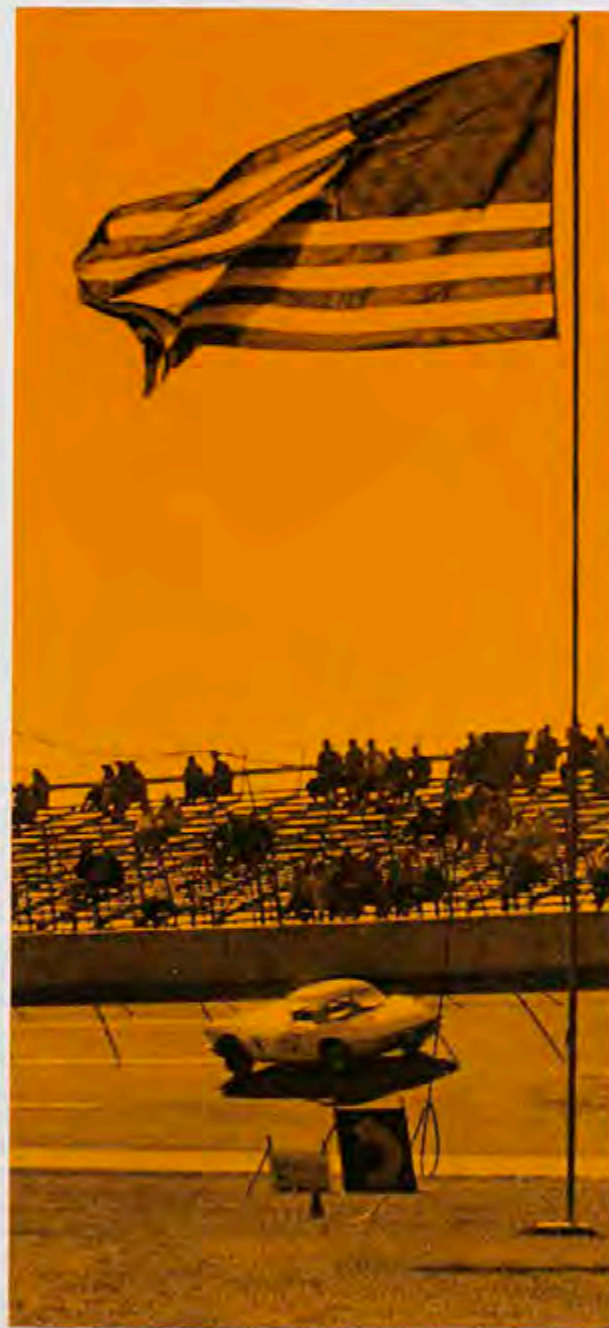
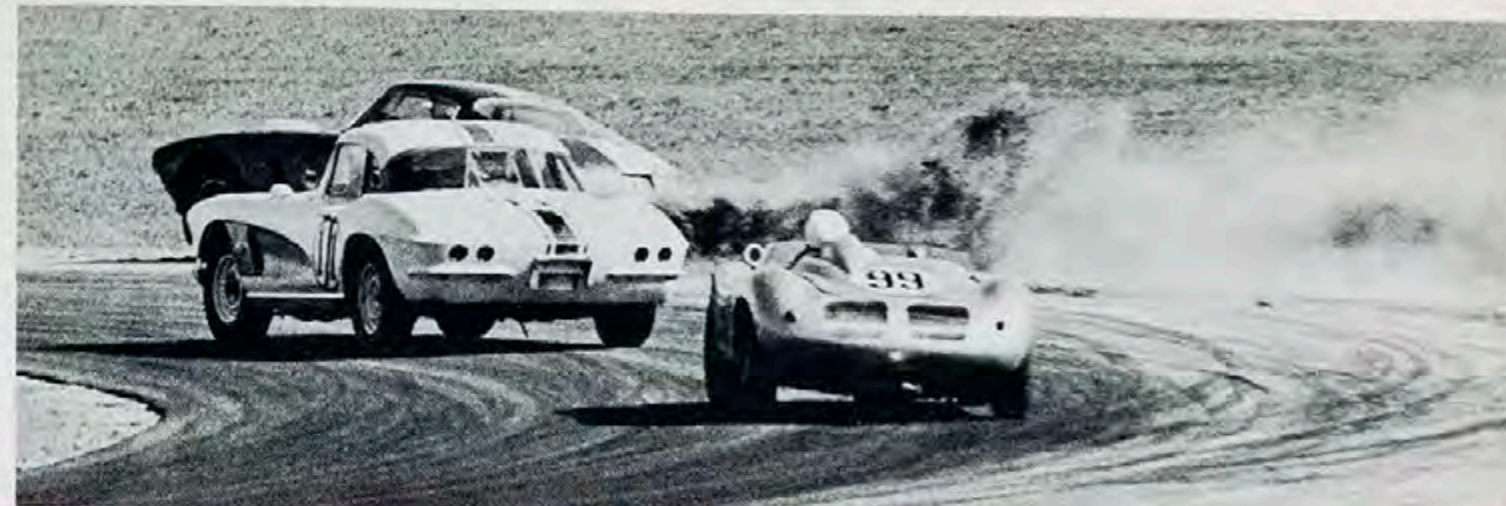
Meanwhile, back at the course, Dan Gurney was completing the fastest sports car race ever run in the United States, holding the Hill-Rodriguez Ferrari entry at bay. The Corvette-powered Chaparral, driven by Jim Hall from Midland, Texas, was holding its own with everyone except Gurney and Hill. Fourth overall was Stirling Moss, driving his GT class Ferrari. Behind Moss ran a string of sports-racing cars—Porsches and Ferraris.

As the official clock read less than a minute to the end, Gurney was somewhere in the high-banked southeast turn. His engine, low on oil pressure, suddenly broke the crankshaft! Gurney coasted around to within five feet of the finish line and stopped his disabled Lotus. The timer told him that less than a minute remained. Meanwhile Rodriguez, trying to overcome Gurney's 90-second lead, roared around the course, trying to catch the dead Lotus before time ran out. But luck was on Gurney's side and, as the three hours passed into history, Gurney cranked his Lotus across the finish line on the starter motor. Rodriguez, only 46 seconds behind, was second. Storming up behind Rodriguez was Hall in the Chaparral.

Stirling Moss finished fourth overall and first in the Grand Touring class. Fireball Roberts, in a GT Ferrari, finished 12th overall and second in GT competition. One lap behind Fireball was Dick Thompson in his GT Corvette. With this finish, Corvette earned 4 points toward the World Constructor's Championship. Corvette also finished ahead of a well-driven Jaguar XK-E.

Overall Gurney ran the fastest sports car race ever run in this country—covering 312.42 miles in 3 hours and 4 seconds for an average speed of 104.1 miles per hour!

A first-overall victory isn't the only way a sports car can distinguish itself. Corvette, though 3rd in class, was the second GT marque home at the Continental and under FIA rules earned four valuable points toward the World Constructor's Championship. Driving well enough in open competition against the world's best cars and drivers, these Corvette pilots had earned the respect of all on the course.



TOP—AS AN UNIDENTIFIED FERRARI GT SLIPS OFF THE COURSE, THE THOMPSON-LOWTHER CORVETTE SCOOTS BY ON THE INSIDE, AHEAD OF THE #99 SWAN PORSCHE RS 61. LEFT—SCATTERED SPORTS CAR FANS ENJOY THE FINE WEATHER AND VIEW AS THE PANCH-ROBERTSON '62 CORVETTE ZIPS BY. RIGHT, CENTER—THESE THREE DRIVERS HARDLY NOTICE THE TRAVELING ELECTRIC SIGN STATING THAT PETER DaCOSTA IN HIS SPORTS PORSCHE RS 61 IS LEADING WORLD CHAMPION PHIL HILL IN HIS SPORTS FERRARI '62 AT THE END OF 32 LAPS. BOTTOM, RIGHT—THE THOMPSON-LOWTHER CORVETTE AND THE HILL-RODRIGUEZ SPORTS FERRARI '62, SIDE BY SIDE, AT SPEED, ON THE GRANDSTAND STRAIGHT.



EDITOR'S NOTE: From the ranks of the world's finest professional road racing pilots, perhaps one name stands out as being this country's best known—John Fitch. With such noteworthy, international events as the Mille Miglia, Le Mans, the Nurburgring classic, and the Pan-American Road Race firmly under his belt, Fitch, up to two or three years ago, had garnered more European experience than any other American race driver.

In 1955, Fitch joined Fangio and Moss as a member of the championship Mercedes Benz team. Two years ago, he teamed up with Bob Crossman to set the European racing scene buzzing with an outstanding driving job in bringing the Cunningham Corvette home eighth overall at Le Mans.

Today, John Fitch makes his home in Lime Rock, Connecticut where he once spent his time as a driver and instructor on the noted Lime Rock course.

## HOW TO **TAME** THAT TIGER ON A CORNER

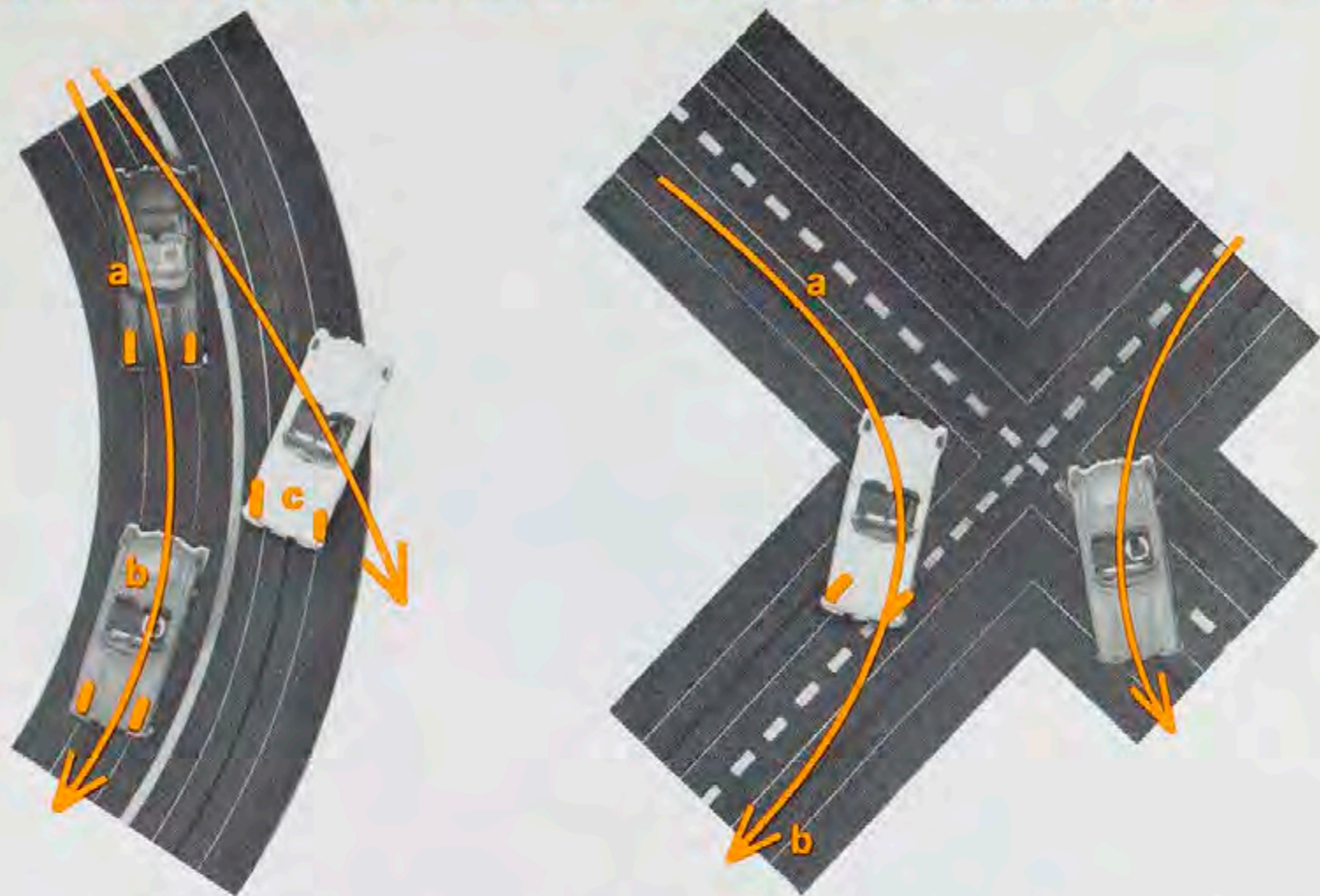
Did you ever stop to consider the tremendous power that's harnessed under the hood of a Corvette? Talk about a tiger! There's nothing subtle in Corvette's yearning to get up and go. Its potential has received the enthusiastic acclaim of professional drivers from all corners of the globe.

While every owner is certainly familiar with the attributes of his Corvette, it is a rare owner who really knows how to handle them in emergency conditions with that extra finesse which distinguishes the expert driver from the good or average driver. Corvette is like no other production car on the American roads. It possesses capabilities which only an experienced race driver could possibly have explored to the fullest. It is my hope that through this article, you might be able to profit from my past experiences with the Corvette and improve your own potential to act quickly and effectively in emergency situations.

Many drivers, professionals and amateurs alike, assert that the remedy for an emergency caused by too much speed going into a curve is power. I wholeheartedly disagree! Power can definitely be used advantageously in controlled drifts through the curves of a road course. But when you find yourself going too fast into a highway curve,

AT THE OUTSET OF THE IDEAL, POWER-ASSISTED DRIFT, THE FRONT WHEELS ARE STRAIGHT AS SHOWN AT POINT A. THE STEADY (OR REDUCED) APPLICATION OF POWER BRINGS THE CAR SAFELY THROUGH THE CURVE TO POINT B. TOO MUCH POWER, HOWEVER, RESULTS IN AN UNCONTROLLED SLIDE (C) IN WHICH THE WHEELS MUST BE LOCKED LEFT IN AN EFFORT TO HOLD THE ROAD.

ONE TECHNIQUE FOR RECOVERING FROM AN EMERGENCY IN WHICH YOUR SPEED IS EXCESSIVE IS TO "BACK OFF" THE ACCELERATOR AND TURN THE WHEEL SHARPLY (POINT A)—"TOSsing" THE CAR INTO A CONTROLLED SLIDE. NO POWER AND NO BRAKES ARE USED. AS SPEED IS REDUCED AND CONTROL REGAINED, THE FRONT WHEELS ARE STRAIGHTENED (B).



it's already too late to attempt the use of power to induce a controlled drift. I feel that there are other techniques which are much more sensible and a great deal safer. These are the methods I would like to discuss.

The ideas expressed in this article are, of course, my own. This subject is highly controversial and, as I said, there are other top-flight drivers on the circuit who might disagree with me. My aim, however, is to provide food for thought. I think my arguments are sound, and I leave it to you to make your own decisions.

Let's begin with a brief discussion of Corvette's power. Then, if I show you how racing drivers use this power in controlled drifts around corners, I think you'll understand why the application of power doesn't make sense in a highway curve emergency.

Corvette power, as we've already established, is a here and now proposition. Many a proficient Grand Prix pilot has been startled with the authoritative wallop at his command in a Corvette. It is my contention that Corvette produces more actual power at the road wheels, in relation to weight, than any other production car in the world. There may be higher claimed outputs, but they arise either from engines that develop optimistic ratings in a very narrow, high r.p.m. range or from high performance engines whose power is effectively cancelled out by a large, heavy body.

The advantages of a barrel of power are well known to anyone who drives on the highway or track. However, this same power can break traction on starts, in hard turns when the inside wheels are unloaded, on choppy road surfaces and on wet pavement. Power is even harder to control in a fully equipped, insulated, comfortable road car than in the stark, light Grand Prix racing machines that are equipped with hard, large section racing tires. For purposes of illustration and comparison, however, let's look at the way the racing pros handle power.

One of the hardest points to learn in the art of road racing is steering the car through the use of power. The best Grand Prix drivers have mastered this technique and do it as a matter of course. Their deliberate purpose is not only to traverse the radius of the curve at the highest possible speed, but also to come out of the corner at the highest velocity. One or two mph more speed leaving a corner are equivalent to that much of an advantage on the next straight . . . and that's a considerable advantage.

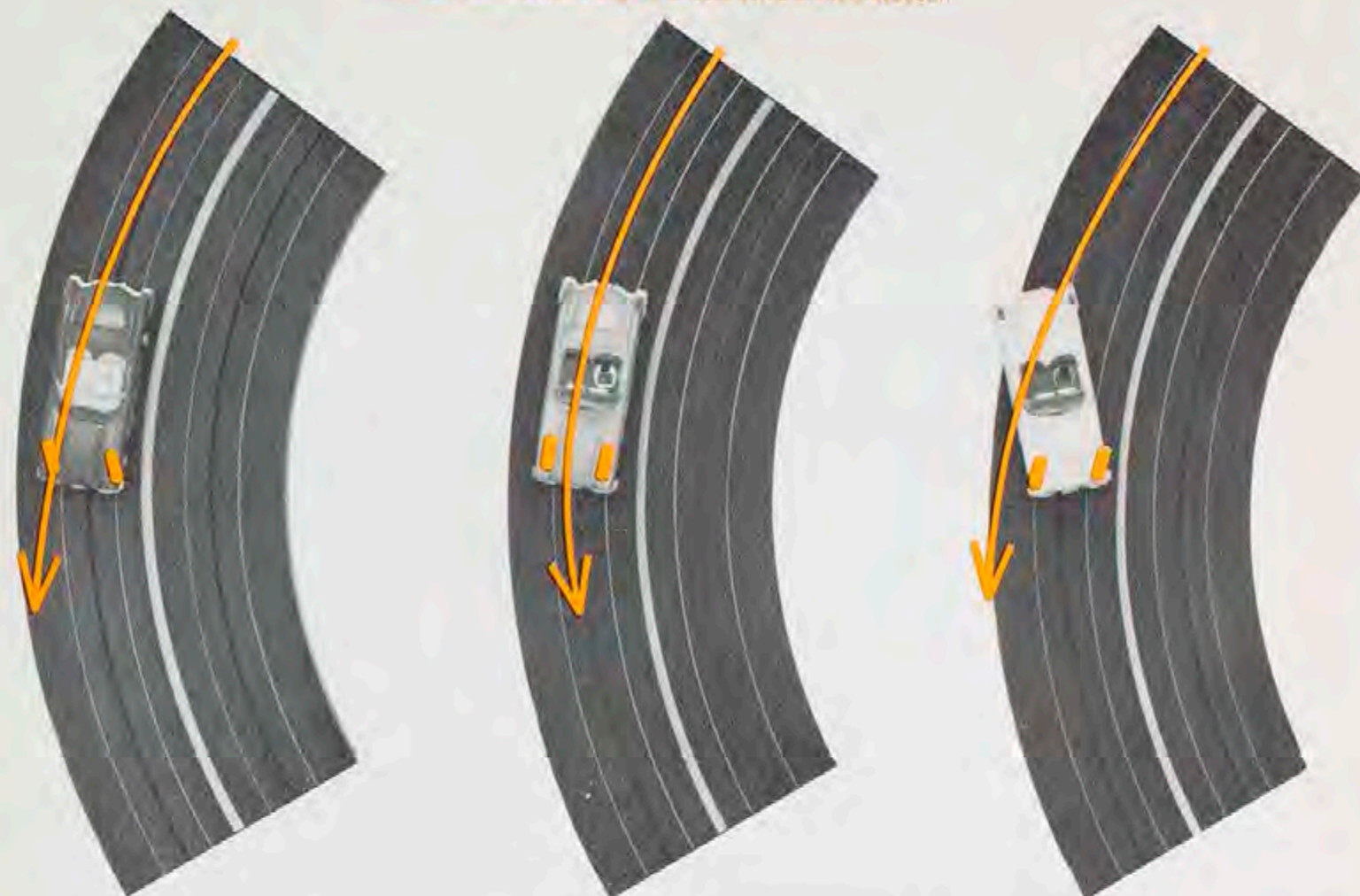
Obviously the racing driver uses as much power as possible in, as well as leaving, the curve. Power is definitely an aid to control and a safety factor in a controlled drift. Some racing cars will drift only when a lot of power is available to break the rear wheels loose, thus establishing a balanced slip angle between the front and rear wheels of the specific car. This slip angle is desirable because the road-holding capacity of tires is at its highest when a slip angle of approximately 15 degrees is induced.

But . . . with too much throttle, the rear wheels break traction to a higher degree, slewing the nose of the car around toward the inside of the curve. The car is then drifting (or sliding) too much, and a loss of speed and control is the result. Small wonder that race drivers spend years developing a sure sensitivity to how much power they can use effectively to assist a controlled drift and come out of the corner at the highest possible speed.

UNDERSTEER—FRONT WHEELS LEAD TO BREAK TRACTION FIRST

OVERSTEER—REAR WHEELS BREAK TRACTION FIRST

NEUTRAL STEER—FRONT AND REAR WHEELS SLIDE SIMULTANEOUSLY



Power assisted drifts of this kind are in their proper environment *only* on a racing circuit. They are definitely not suitable or safe on the public roads. I do feel, however, that a knowledge of the principles involved can help a Corvette driver understand some techniques of evasive action in a public highway emergency. Corvettes, with more available power than any other car on the road, are more akin to Grand Prix machines. And Corvette drivers should know some of the principles and techniques used by the racing pros. On the highway, however, the picture changes entirely.

It is one thing to cope with emergencies on a closed racing circuit where every radius and fine detail of the road is learned in practice, but quite another to maintain a margin of safety on the public roads. Here we are faced with the unpredictable—wet and slick patches, unknown bumps, leaves, sand, and the unskilled, undisciplined "other guy."

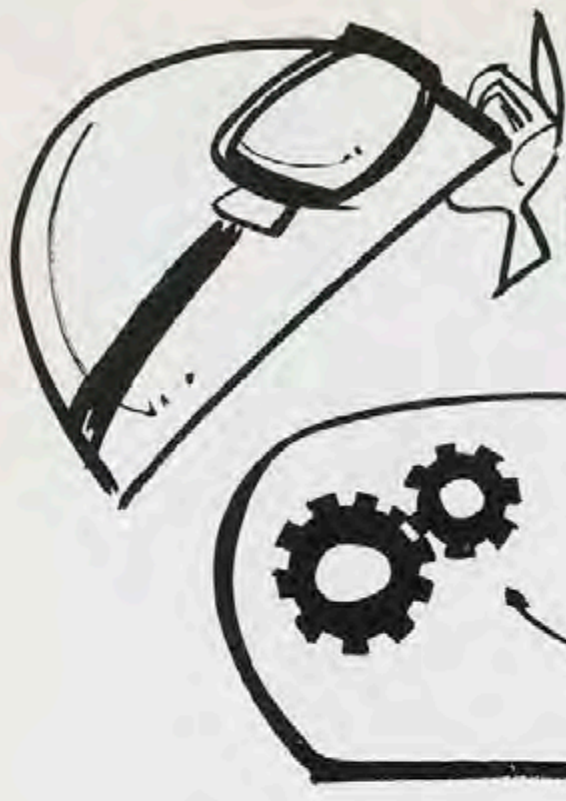
It is one of my self-appointed missions to attack, at every opportunity, the illusion that one needs, and uses, power to bail out of the predicament of hitting a curve at too great a velocity. I think the fallacy gained credence through a confusion of the use of power in a controlled, stable drift and the use of power in an emergency with too much speed. Whether the car involved is an understeerer (front wheels slide first) or an oversteerer (rear wheels slide first), I am of the firm opinion that any power is definitely wrong in a fast curve emergency. In an oversteering car, more power brings the tail around too far, and in an understeering car, the nose slides off the radius of the curve.

As an example, most of us who are familiar with driving on ice or loose surfaces wouldn't even consider jumping on the throttle if the car began to slide off a curve. We know that this would result in an immediate increase in the slide, whether we're driving an under-, over- or, at that point, neutral-steering vehicle. The obvious step would be to take the foot off the accelerator or, at most, gently feather the throttle in an effort to re-establish forward traction. This action is also valid on an emergency curve. The factors and consequences are all the same with the exception that everything happens a good deal more slowly.

Supplementing the preceding "throttle off" advice is another evasive technique used to recover from an emergency resulting from too much speed for the driving situation. This is the technique of "tossing" the car with a precise flick of the wheel. Tossing puts the car into a controlled slide in which the desired high-thrust slip angle assists one through the curve radius. The high slip angle is also a speed-reducing factor applicable to a situation in which one cannot brake for fear of losing the evasion radius or where power cannot be applied for fear of sliding the tail around with the same result.

This *control of power* is the prime technique in the art of good driving says Stirling Moss and company, if that's any satisfaction to you readers of this particular one-make publication. Either way, that's why I'm convinced you've got to be good to drive a Corvette well.





for performance:

# GEARS TELL THE STORY



### Gear ratios—what they mean

When a group of Corvette enthusiasts get together, sooner or later they're bound to get into a discussion of "gears"—and about that time a great debate begins on the relative merits of one rear axle ratio over another. Fundamentally, the rear axle ratio reduces or increases the propeller shaft speed by a several-turns-to-one ratio to enable the engine to deliver its most useful performance. As most enthusiasts know, the transmission's function is to move the car from a standing start through the speed ranges without overloading the engine (lugging) or over-speeding (tantamount to an early demise). Prove this to your own satisfaction by starting your Synchro-Mesh Corvette in "high"—3rd or 4th—and observe the astonishing lack of immediate power. (Since Powerglides automatically start out in "low," this test won't work.) Rear axle ratios can be chosen for maximum acceleration and relatively low maximum speed; or for an extremely long acceleration curve (or "wind") and relatively high top speed or for a reasonable balance of both.



### How axle ratios affect performance

Here's an example—a Corvette with a close-ratio 4-Speed Synchro-Mesh, equipped with a 3.70:1 axle ratio, driving at 70 miles per hour will show a tachometer reading of about 3250 rpm. Increase the ratio to 4.11:1 and the road speed drops to about 62 mph at the same engine speed. Increase the engine speed with the 4.11:1 ratio to maintain the 70 mph average and the tach would read about 3650 rpm. Thus, for short distance events where maximum acceleration in a short distance is preferred, a 4.11:1 or 4.56:1 axle is generally used. For a course with long straights, any ratio between 3.08:1 and 3.70:1 may be acceptable.



### Fit the ratio you want to your Corvette

For enthusiasts' cars equipped with Positraction axles, there are two methods of changing the rear axle ratio. One is to purchase a complete Positraction differential carrier assembly. You can change the complete assembly at the course, if necessary, with a minimum of fuss and reasonable assurance of proper operation. Additional gaskets and Positraction lube, of course, are needed, too. Price for the assembly: about \$126.00 from a dealer.

A second and less expensive method, but one that should be done by an expert *only*, is to change the ring and pinion gear within a Positraction differential carrier assembly. This operation requires thorough knowledge and experience to do properly. Positraction case assembly, part number 3775665, will accept 3.08:1, 3.36:1, 3.55:1 or 3.70:1 ring and pinion sets; while Positraction case assembly, part number 3775666, will accept 4.11:1 or 4.56:1 sets only. To have all ratios from 3.08:1 to 4.56:1 available for use, both Positraction case assemblies are required.



### Special notes on rear axle-shaft interchangeability

Owners of 1957 or 1958 Corvettes wanting to make this conversion must also substitute axle shafts, 3743035 (LH) and 3775690 (RH), to fit the Positraction assembly. These axle shafts are approximately .040" to .140" shorter than standard 1957-8 axle shafts.

Below is a complete chart of Positraction and standard rear axle part numbers, showing interchangeability on Corvettes from 1957 through 1962.



### DUAL FAN BELT PART NUMBERS BROUGHT UP TO DATE

Since publication of Volume 5, Number 3 of the Corvette News, three part numbers in the dual fan belt conversion shown on page 20 have been changed. Two new "Attaching Parts" part numbers are: 3714491, washer; and 3822611, spacer. The other, designated Second Fan Belt, number is 3822612.

	TRANSMISSION	POSITRACTION DIFFERENTIAL CASE ASSEMBLY	POSITRACTION DIFFERENTIAL CARRIER ASSEMBLY	RING GEAR AND PINION UNIT	STANDARD DIFFERENTIAL CARRIER ASSEMBLY	STANDARD DIFFERENTIAL CASE ASSEMBLY
1957-1960	3- & 4-Speed—Std. Axle Ratio	3.70:1 3775665	3743966	3748438	3758040	3758039
	3- & 4-Speed—Opt. Axle Ratio	4.11:1 3775666	3748977	3748434	Not Avail.	—
	3- & 4-Speed—Opt. Axle Ratio	4.56:1 3775666	3743970	3748447	Not Avail.	—
	Powerglide	3.55:1 3775665	3748943	3748439	3758033	3758039
1961	3-Speed—Std. Axle Ratio	3.36:1 3775665	3748979	3748437	3758042	3758039
	4-Speed—Std. Axle Ratio	3.70:1 3775665	3743966	3748438	3758040	3758039
	3- & 4-Speed—Opt. Axle Ratio	4.11:1 3775666	3748977	3748434	Not Avail.	—
	3- & 4-Speed—Opt. Axle Ratio	4.56:1 3775666	3743970	3748447	Not Avail.	—
	Powerglide	3.55:1 3775665	3748943	3795479	3758033	3758039
1962	3-Speed & Std. 4-Speed Std. Axle Ratio	3.36:1 3775665	3748979	3748437	3758042	3758039
	Opt. 4-Spd.—Std. Axle Ratio	3.70:1 3775665	3743966	3748438	3758040	3758039
	Powerglide	3.55:1 3775665	3748943	3795479	3758033	3758039
	Std. 4-Spd.—Opt. Axle Ratio	3.08:1 3775665	3759298	3758549	3758046	3758039
	Opt. 4-Spd.—Opt. Axle Ratio	3.36:1 3775665	3748979	3748437	Not Avail.	—
	Opt. 4-Spd.—Opt. Axle Ratio	3.08:1 3775665	3759298	3758549	Not Avail.	—
	Opt. 4-Spd.—Opt. Axle Ratio	3.55:1 3775665	3748943	3795479	Not Avail.	—
	Opt. 4-Spd.—Opt. Axle Ratio	4.11:1 3775666	3748977	3748434	Not Avail.	—
	Opt. 4-Spd.—Opt. Axle Ratio	4.56:1 3775666	3743970	3748447	Not Avail.	—
		1962 only—"Std." 4-Spd. has 2.54:1 low "Opt." 4-Spd. has 2.20:1 low				

# SEBRING SCENE '62



What was it? Practice and performance for sports cars of all shapes and sizes. Three races capped by the big one on Saturday, the "Florida International 12-Hour Grand Prix of Endurance." Hoop-la and thrills for the spectators and participants that annually swell Sebring, Fla., to about seven times its normal size. Beauties in Bermuda pants, bright new sports cars. Hot, flat course sprinkled with derelict planes, unpainted hangars, bridges, grandstands and loudspeakers.

Was it exciting? More than 40,000 paying, cheering spectators might have been wrong.

Were Corvettes on hand? Seven of them. Two entered by Grady Davis, Pittsburgh, Pa., one entered by Red Vogt, Daytona, Fla., one entered by Johnson Chevrolet, Dallas, Texas, one from far away Seattle entered by Don Campbell, another from Chicago entered by Ronnie Kaplan, and one entered by Fuller-Murry Race Cars, Louisiana.

Did they do well? Yes and no. Yes, because four finished the gruelling test out of seven entered. Yes, because these were privately entered, privately prepared machines, driven almost entirely by amateur pilots, competing against the world's best professional factory teams. No, because in spite of an all-out effort the Corvettes failed to finish in the top ten, either overall or in the Grand Touring division.

What happened? Read on.





# THURSDAY

## Press and Planning

Just before 9:00 a.m., the town of Sebring is warm and very much awake. The busiest place around is the Sebring Hotel, headquarters for Driver and Press registration. The busiest man around is Fred Kingsbury, PR Director responsible for handling the hordes of press and broadcast people.

It's hazy bright at 10 a.m. on the 5.2-mile Sebring course. Cruising cycle cops are clearing the track in front of the pits and control tower. Loudspeakers are blaring dance music, interrupted occasionally by announcements. Eight Formula Juniors buzz the course in practice. Sebring's three famous bridges—the Martini-Rossi car bridge, the MG pedestrian bridge and the newly named Mercedes-Benz pedestrian bridge—are all but empty. Magazine, press and broadcast crews are casing the place. Photographers populate the Hairpin, the Webster turns and the Esses, planning race day shots at these key "slow-down" points. From the Webster grandstand, one can just make out the abandoned WW II planes that trademark the airfield parentage of Sebring. It's so quiet near the Esses, one can plainly hear the Coast Guard copter blades swatting the air.

## Pits and Practice

The Formula Juniors have finished rehearsing. The #11 Lotus looks tough. A warning horn screeches and, shortly after, the division 1 Grand Touring cars whine onto the course to practice. The Italians seem to be loaded with four furious, bright red Fiat-Abarths. Briggs Cunningham has three white Fiats ready. The three-car Donald Healey Sprite team is studded with name drivers—Stirling Moss, Steve McQueen and Innes Ireland.

Meanwhile, back at the pits, the big ones are being groomed—Ferraris, Maseratis, Corvette-powered Chaparrals and, of course, Corvettes. It's an impressive driving assemblage for Corvette, too. Don Yenko heads up the #1 and #2 car team, George Robertson squires the #3, Delmo Johnson hovers around the #4, Don Campbell chiefs the #5, Bob Johnson has #6 and Bill Fuller #7. Corvette hoods are up, doors open, and only posteriors and shoe soles are visible as mechanics toil away. Bill Goodfellow, crewing for Delmo Johnson, sums up this last minute prep work thusly: "You work for seven to ten days getting it just right, bring it down here, and darned if there isn't something that comes up worth eight hours labor."

From 1:30 to 4, the big ones make their practice debut. Everybody looks good, Corvettes included. They'll practice again from 7 to 9 in the evening to get the feel of nighttime driving. Following the daytime stint, the Corvette clansmen swap notes and "declare" themselves on their Grand Prix prospects. Bill Fuller, #7 Corvette: "I'm gonna win, only reason I came." Bob Johnson, "Nicky Nouse" #6: "Time will tell, but I hate to run second." Delmo Johnson, #4: "We plan on winning it, of course." George Robertson, #3: "We got troubles." Don Yenko: "See you at the jam session tonight at Harder Hall." Don Sudnik, Corvette News photographer: "Where can I get a haircut?"



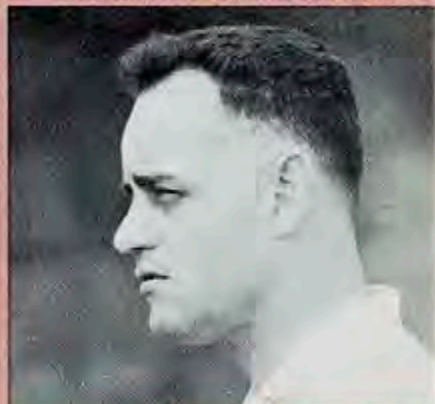
FLAGS AT REST DURING PRACTICE.



REHEARSAL DOWN THE STRAIGHT.



GEORGE ROBERTSON, #3 CORVETTE.



BOB JOHNSON, #6 CORVETTE.



DAVE MORGAN, #4 CORVETTE.



BILL FULLER, #7 CORVETTE.



DON YENKO LEADS THE "HARDER HALL HIPSTERS."



DON SUDNIK PICKS HIS SPOT AT THE WEBSTERS.



A



B



C



D



E

(A) McCLAREN (#8 FIAT) CHASES HANSGEN (#7 FIAT) OUT OF THE WEBSTER TURNS. (B) "ALL TOGETHER, NOW... HEAVE!" (C) COOL WEATHER CROWDS AT THE ESSSES. (D) MOSS' FUEL-STARVED SPRITE MAKES PIT STOP. (E) GRID START FOR THE BULLET-SHAPED FORMULAS.

# FRIDAY

## Chills, One Spill

Thursday night it rained and it rained. Which brought on chilly Friday morning temperatures and a fashion parade of trench coats and plastic slickers with turned-up collars. It's race day for two of the '62 Sebring events and the crowds are heavy around the crossover bridges and turns. The cars line up for the 10:00 a.m. start of the "Florida International 3-Hour Grand Prix for Grand Touring Cars under 1000 cc."

The flag drops and the 28 starters streak toward the First Bend in the clockwise route. Like red, white and blue beetles, the small GT cars scuttle angrily through the Esses, seeking the lead. End of the first lap and the lead is all taken care of. Stirling Moss owns it in the #15 Sprite. After 20 laps it's still Moss touring ahead of Walt Hansgen in the #7 Fiat, Bruce McClaren in the #8 Fiat, Carlo Abate in the #3 Fiat and Alfonse Thiele in the #4 Fiat.

There's a slight mishap. Car #33, a smaller displacement Fiat-Abarth, flips at the Second Bend, ending bottom-up in mid-track. Driver Brian O'Neil emerges unhurt, helps right the car and roll it off.

At the 36th lap, the New Zealander McClaren in #8 Fiat begins his challenge for the lead. He passes Walt Hansgen, his Cunningham team partner, to take second. One lap later McClaren is running only 5 seconds behind Moss. The crowd is with Moss and the Sprite, a car with less power than the Fiats but getting a great ride in the Britisher's expert hands.

At the 40th lap McClaren spins and has to restart. He's flat out after Moss, losing ten precious seconds. Then Moss'

car gets miseries; it's sputtering and slowing. McClaren passes Moss in the Esses as does Hansgen a moment later. The placement is now #8 Fiat first, #7 Fiat second, #15 Sprite third, #3 Fiat fourth and #4 Fiat fifth.

Moss stops for petrol (the problem was "fuel starvation"), then roars off in pursuit of McClaren and Hansgen. To no avail. McClaren in the #8 Fiat runs 46 laps (instead of the predicted 45) and takes the checkered flag ahead of Hansgen in #7 Fiat and Moss in #15 Sprite. Fourth place finisher is Alfonse Thiele in #4 Fiat (what happened to the #3 Fiat?). In fifth place from nowhere is Marvin Dec in #5 Fiat.

## Formulas and the Father

Promptly at 2 p.m. the next event is called—the "Florida International 25-Lap Formula Junior Race." A highlight of the pre-race activity is the introduction of Count Giovanni Lurani, respected as the "father of the formula racer" and a fine race driver. The Count delivers a blissfully brief speech, does his duty as honorary starter and the Formula Juniors are off.

Almost nobody is surprised when the #11 Lotus, driven by Pat Pigott, takes the lead. The car ran too well in practice. Pigott eventually laps every car in the race except #4. Only five cars failed to finish, one because of a rather serious accident. The Bahama Cup goes to the winning Pat Pigott and #11 Lotus. Tim Mayer is second in the #4 Cooper; Walt Hansgen (a busy boy) is third in the #8 Cooper-Fiat.



Webster Turn



M G Bridge

Tower Turn

The Esses



Warehouse Straight

B



Second Bend

E



Hairpin Turn



F

Finish

First Bend



H



G

Backstretch

(A) SIXTY-FIVE SPRINTERS BREAK FOR THEIR CARS. (B) LEFT TO RIGHT: WYLIE, YENKO, LOWTHER AND BLACK POSE WITH CUP FOR CORVETTE WINNERS. (C) DELMO JOHNSON, #4 CORVETTE, STREAKS BY THE PITS. (D) "POUR IN THE PETROL, WE'RE IN A HURRY. . . ." (E) "ALL SET, GET GOING!" (F) "TOURING" DOWN THE TREE-LINED AIRSTRIP. (G) JIM HALL, #10 CHAPARRAL, BOOMS BACK ONTO THE COURSE. (H) TIRED TWOSOME, PHIL HILL AND OLIVIER GENDEBIEN, ACCEPT WINNER'S GRAND TOURING TROPHY.

## SATURDAY

### Belles and Bandsmen

One hour before the big one. The traditional Sebring activities are under way. The buffs crowd into the pit area to fondle and photograph the poised and polished machines. The girl-watchers are busily spotting new species such as the "tightly-toreadored driver's darling." Music lovers are listening and looking as the Sebring High School band does its annual bit. The announcement is made that Florida's Senator Smathers will start the race. Just before 10 a.m., spectators pack around the starting grid. Photographers are perched precariously on any outcropping of building or bridge. The huge Goodyear blimp and a couple of helicopters float lazily above the course. The pits clear and the drivers tense themselves across the track from their waiting cars. It's a Le Mans start.

### Countdown, then Course-bound

. . . 7 . . . 6 . . . 5 . . . 4 . . . 3 . . . 2 . . . 1. And the drivers scramble over the concrete expanse, leap into cockpits and peel off. Nearly all 65 starters rumble onto the track and roar under the M-B bridge, looking for the lead through the First Bend. All seven Corvettes start cleanly.

At the end of the first lap, Innes Ireland leads in #26 Ferrari. The Corvette-powered Chaparrals are running third and seventh, #4 Corvette holds down eighth place. The 12-hour Grand Prix has begun to grind.

### Retirees and Racers

By 10:50, a private duel develops between the #1 and #5 Corvettes. Comes noon and the results of the tilt are near disastrous: #1 loses its headlights banging the banks through the Esses; #5 is forced in for a half-hour repair stop. Running nicely is the #4 Corvette with a loose grip on fourth in GT. Indy driver Rodger Ward abandons the #6 Corvette after trouble through the Esses. Co-driver Bob Johnson retrieves it at 12:45.

Fourth hour report: 2 o'clock. The front-running Corvette is #4 with Delmo Johnson driving; placement: 13th overall (OA) and fifth in GT. Fifteen minutes earlier, the #3 Corvette retired with mechanical troubles. The race leader is no surprise—Stirling Moss in the #26 sports-racing Ferrari. The leader in GT—#24 Ferrari piloted by Olivier Gendebien.

Sixth hour report: 4 o'clock. At the half-way point, the #4 Corvette is touring the Sebring course like a fast train that's found the track. It has moved to 11th OA and fourth in GT. One hour later, faces shine even brighter in #4 Corvette's pits as Delmo Johnson and Dave Morgan slip their machine into eighth place OA and third in GT. The #2 Corvette, now running well after unavoidable pit stops, shows up in the official standings in 11th place OA and sixth place in GT.

At 5:20, Stirling Moss gets jolted again by his Sebring jinx. The Moss car was refueled after 18 laps instead of completing the required 20 circuits. Three hours after the oversight, #26 Ferrari is officially disqualified. Moss and Ireland are out.

A few minutes before 6 o'clock, Yenko is back on in the #1 Corvette following a long delay to install new headlights for night driving.

### Hurrahs, then Heartbreak

Eighth hour report: 6 o'clock. The excitement begins to show among the #1 Corvette crew members as their car takes over sixth place OA and second in GT. Four other Corvettes are still in contention: #1 and #2, Don Campbell's #5 and Bill Fuller's #7, the latter car plagued with pit stops for fuel injection miseries. Car lights on at 6:15. Sixty minutes later, following an exasperating 12-minute stoppage for taillight rewiring caused by a loose jack, #4 Corvette drops to ninth OA and fourth in GT. Corvette #2 holds tightly to 11th place OA and sixth in GT. Corvette #1 pulls in for rear end remedies. The Corvette horses are galloping under the #10 Chaparral's hood as it moves into seventh OA and fifth in Sports Racing (SR).

Tenth hour report: 8 o'clock. The Grossman-Tavano-driven #35 Ferrari retires with a busted clutch after running second OA for some 35 laps. Rolling once more, the #4 Corvette edges into eighth place OA and fourth in GT. The spectator crowds that can scrounge up passes begin to thicken around the pits as the race nears its end.

Eleventh hour report: 9 o'clock. Nothing but woes. Corvette #4 is reported sick out on the course—Morgan driving. Drops to ninth OA, fifth in GT. Ferrari #23 with Bonnier at the wheel is holding down first place as it has for about 30 laps. World Champion Phil Hill and Gendebien are giving their #24 Ferrari a great ride, running second OA and first in GT.

By 9:30 it's all over for #4 Corvette and for any hopes of a Corvette entry finishing in the top ten.

Corvette #2 comes on to take the lead over the four Corvettes still in the race.

Twelfth hour. The unsung Corvette heroes for 12 hours—Doc Wylie and Duncan Black—get their share of shouts and backslappings as they bring in #2 Corvette to win top honors among Corvette entries. Corvette #1, piloted all day by Yenko and Lowther, finishes second among Corvettes. Bonnier and Bianchi are mobbed by pressmen and well-wishers for their first place win overall in #23 Ferrari. Hill and Gendebien win the GT cup and place second OA in the #24 Ferrari. Jim Hall and Hap Sharp bring in the #10 Chaparral for a fine sixth slot finish OA and fourth in SR. Bill Fuller's #7 Corvette finishes. An XKE-Jag, driven by John Fitch and Briggs Cunningham, runs a good race to finish 14th overall and ahead of its Corvette competitors.

At 10:04, a disconsolate Delmo Johnson gets the checkered flag after repairing the #4 Corvette on the course. The car places third among Corvettes.

Cups, kisses and cash for the Ferrari pros. For the Corvette contingent it's an exciting but disappointing contest (they can't wait 'til next year). That's the Sebring Scene Sixty-two.

*Corvette Club with a heart*

**THE JERSEY CORVETTE CLUB HOSTS CHRISTMAS FOR RETARDED BOYS**

How do you make 1,300 mentally retarded boys happy at Christmastime? Ask the Jersey Corvette Club in Perth Amboy, New Jersey. This public-spirited club gave a party—complete with gifts—to the boys at the Lisbon Retarded Boys Colony in Burlington County. And a whole lot of planning, discussion and plain hard work went into the project before the fuel-injected Santas paraded out to the home on December 17, 1961.

The Jersey Corvette Club started their project following an early November editorial in the Perth Amboy Evening News, which cited the need at the boys' home. As a result of the needs of this Colony, the Club decided to "adopt" the boys for a Christmas party.

The Club asked for donations of toys and clothes publicly, and the response was immediate and heartwarming. The members began collecting toys and clothes for about five weeks, storing them in a barber shop. The collection finally grew to such proportions that the items had to be moved to a

warehouse. One of the members, James Patrick, devoted most of his time during the collection period to fixing and painting the used toys.

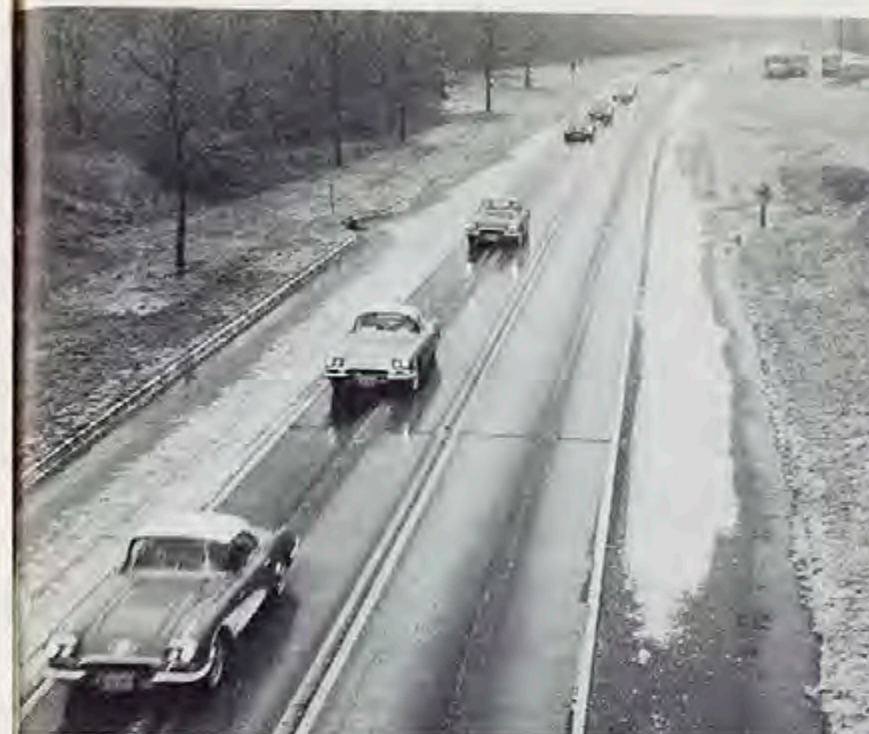
The appointed day, December 17, was murky outside. But the hearts of the boys at the Lisbon Colony were warmed by the sight of a long string of Corvettes pulling into the Colony parking lot. Packed into the trunks of the Corvettes were a total of 1,325 gifts, including bicycles, scooters, wagons, trucks, games, mechanical toys and separate boxes of multiple gifts. The gift-wrapping committee, Walter Kolator, Phyllis Lance, John Balla and Robert Taciak, handled the myriad details of sorting, wrapping and stacking gifts, readying them for delivery.

Adding to the festive occasion was a parade by the Amboy Dukes Drum and Bugle Corps, who also collected \$100 toward a special gifts fund for the boys at the Colony.

The President of the Jersey Corvette Club, John

STACKING UP! GIFTS REACH THE CEILING AS JIM PATRICK, TOY REPAIR CHAIRMAN, PAINTS AND WALTER KOLATOR, PHYLLIS LANCE, JOHN BALLA, ROBERT TACIAK, AND MARILYN LANCE WRAP, TIE AND STACK THE GIFTS.

SANTA ON WHEELS? THAT'S WHAT NEARLY 1,300 MENTALLY RETARDED BOYS SAW LAST DECEMBER 17TH AS THE JERSEY CORVETTE CLUB MADE CHRISTMAS COME TO LIFE. JOHN SHAFRANSKY RIDES IN FINE STYLE AS SANTA FOR THE DAY.



THE WEATHER OUTSIDE WAS FRIGHTFUL, BUT THIS STRING OF JERSEY CORVETTES BROUGHT CHEER INSIDE THE LISBON RETARDED BOY'S HOME ON A RATHER GLOOMY DECEMBER 17TH.



JERSEY CORVETTE CLUB MEMBERS ALBERT SKOUBUE, PHYLLIS LANCE, RICHARD MAZUREK, MARILYN LANCE AND BOB TACIAK PLAN THE ROUTE THE CLUB WILL TAKE TO THE LISBON COLONY.

G. Molnar, reports that the day's activities went off without a hitch, and the boys will long remember the day when Santa Claus arrived followed by a string of Corvettes. Santa for the day was John Shafransky.

The "Corvette News" heartily salutes the Jersey Corvette Club for the fine effort displayed in making the Christmas of 1,300 mentally retarded boys quite a bit brighter. It's this type of activity that distinguishes a Corvette Club.

**VALLEY VETTES DO THE TWIST**



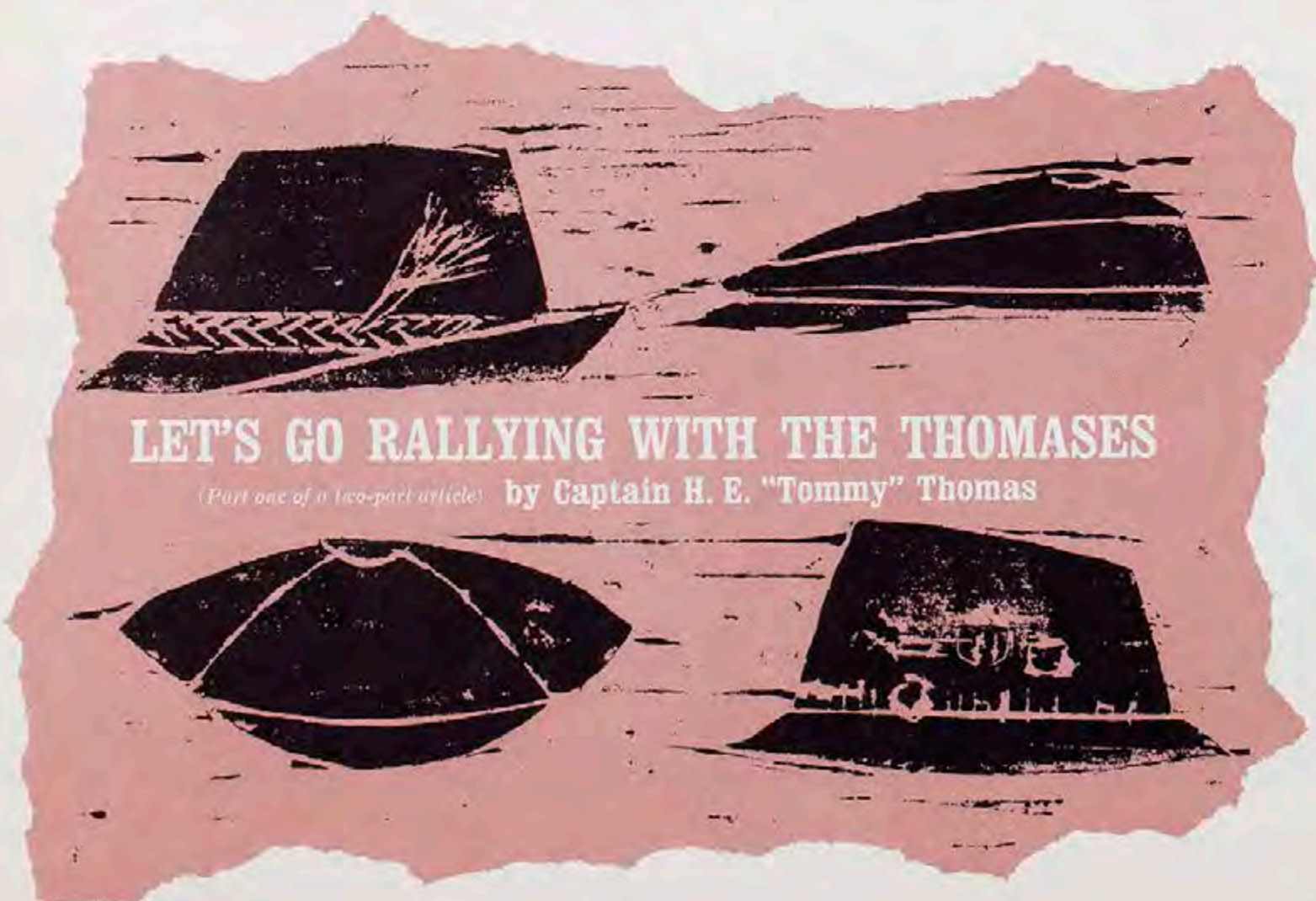
PRETTY TWISTERS BETTY FORSYTHE, LEFT, AND PAT McMANUS GRACE THIS CORVETTE PRIOR TO THE VALLEY VETTES' TWIST QUEEN CONTEST.

A twist contest for lovely hopefuls to select a Twist Queen highlighted the Valley Vettes Valentine's Dance last February 17 in Encino, California, a bustling suburb of Los Angeles. Club President Buzz Batey handled the delectable chore of registering the young ladies for the event—just how delectable is evident in the picture of two hopefuls, Miss Betty Forsythe and Miss Pat McManus. Kicking off the evening was the dance-off to select the Twist Queen and her attendants, who were crowned in a special ceremony highlighting the evening.

Door prizes and another twist contest (this one for Club members, no doubt) were features of the intermission. It's not known what, if any, classes were set up for this event.



Check Your Odometer, Grab Your Stop Watch, and . . .



## LET'S GO RALLYING WITH THE THOMASES

(Part one of a two-part article) by Captain H. E. "Tommy" Thomas

Editor's Note: It was in September, 1954, that Marge and Captain H. E. "Tommy" Thomas ran their first sports car rally . . . and a continued rise to rallying fame has been their fortune ever since. Setting the pace with a second place finish in their first attempt, the couple spent the next two years making themselves well known as competitors and rallymasters in the San Francisco area.

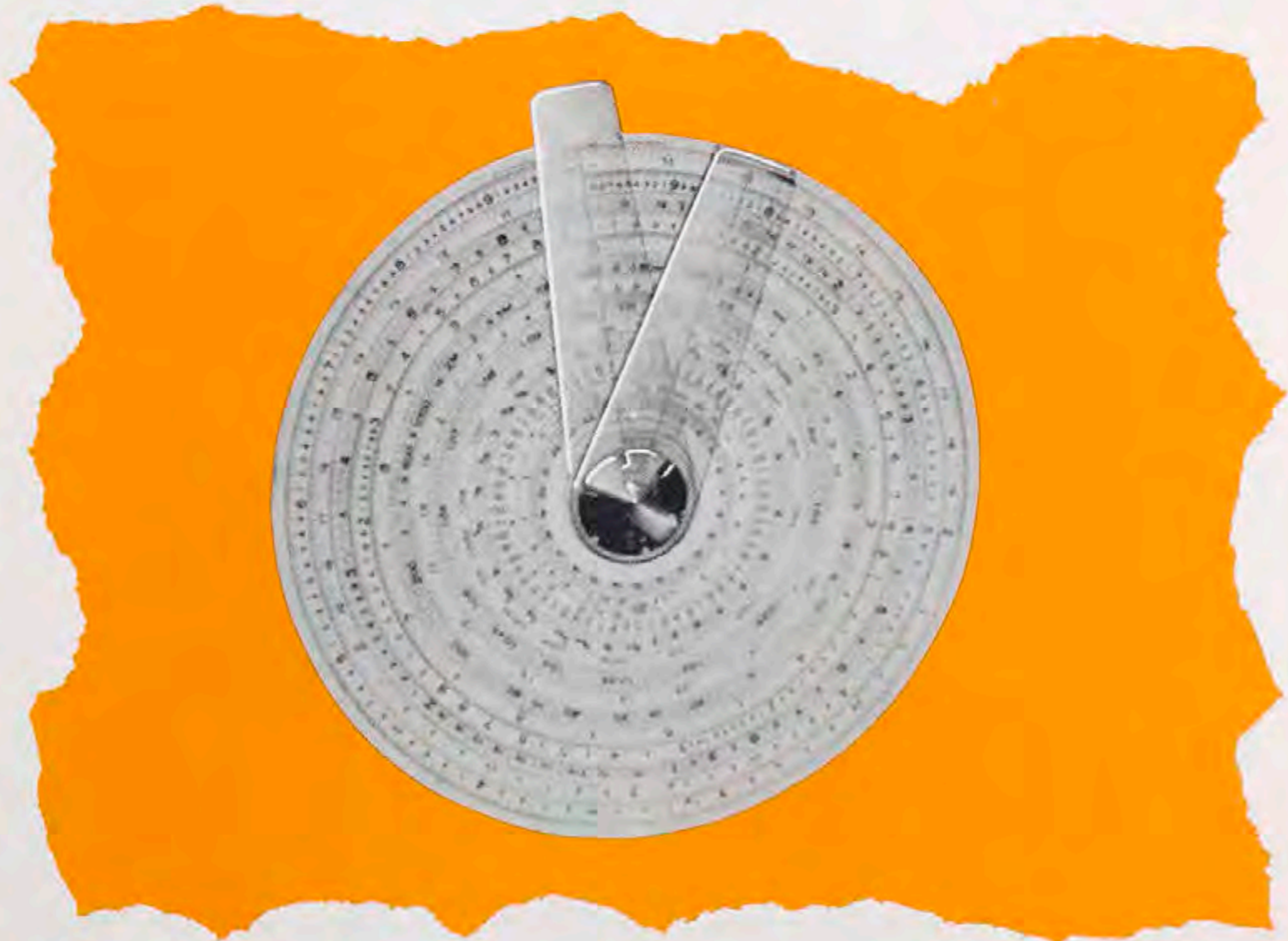
In the fall of '56, Uncle Sam called the Naval officer and his wife to Washington, D.C. The East offered new fields to conquer, and the Thomases participated in major rallies at every opportunity. Their impressive list of Eastern meets includes: the Great American Mountain Rally, the MG 1000-mile International Rally, the American International Rally, several Chesapeake Trophy Rallies and 34 National SCCA Rallies. The valuable experience gained in Washington also led Captain Thomas to develop the Mark X Rally Computer which is now used by serious rallyists in all parts of the country.

Thomas retired from the Navy in 1960 and took his wife to California a year later. Their standings in last year's SCCA Points Championship indicate that they now have time to take their hobby more seriously. Individually, the Thomases tied down the second and third slots in the overall ratings, making them the SCCA's top rally team in America during 1961.

The sport of rallying was inevitable. Sports car owners are an enthusiastic lot . . . and when a person gets his first sports car, he naturally wants to get together with other avid motoring fans. This "gathering of the clan" invariably results in a sports car club, and racing and rallying are the obvious means by which members express their friendly rivalry. Racing, of course, must be limited to a relatively few qualified drivers, but almost anyone can become an expert rallyist. It is interesting to note, for example, that seven out of the top twenty rallyists competing in the 1961 SCCA National Rally program were women. And three of the four top slots were occupied by members of the gentle sex.

Perhaps one of the most important explanations of rallying's increasing popularity is the team effort involved. Since rallies make use of public roads and highways, each entry must consist of two people. One member of the team handles the driving chores, and the other is responsible for navigation. Between the two, they must operate the car properly, interpret the instructions correctly, remain on the specified route and, in most cases, hold to a tight time schedule. Needless to say, one job is as important as the other, and driver and navigator must work closely together in their mutual effort to attain their goal.

Rallying is one of the few outdoor sports in which husband and wife can compete as partners, old folks can vie with young, and females can meet males on even ground. It's a competitive sport that involves meeting



THE CIRCULAR SLIDE RULE IS USED BY MANY RALLYISTS FOR QUICK, REASONABLY ACCURATE COMPUTATIONS.

and challenging some fascinating people to a contest of motoring and calculating skill. In short, Marge and I consider rallying just plain fun. Let me show you what I mean with a brief rundown of some different kinds of rallies.

By far the most popular type of sports cars event which can be classified as a rally, under the SCCA national rules, is the time and distance rally. Typically, planned routes carry contestants over roads which are pretty far removed from the main arteries of traffic. Participants are required to follow the route at specified speeds which, by the way, never exceed the posted limits. As the entries make their way along the route, they are checked in at various "check points" to determine how well they are holding to their time schedules. Penalty points are given for time over or under the exact time allotted by the rallymaster. The rally is then scored on the basis of these penalty points. The team receiving the fewest points is declared the winner.

Another type of rally which is rapidly gaining in popularity is best described as a "gimmick" rally. While it is impossible to cover all gimmick rallies, the most widely accepted type is generally akin to the time and distance rally. Usually the contestants must follow a specified route along which are check points. Instead of being timed at each point, however, the contestants are checked to be sure they stay on the pre-planned route and pass the check points in the proper order. In addition, each contestant may be required to answer some surprisingly tricky questions relative to the route he has just covered.

The well-planned gimmick rally has many desirable features. It is flexible enough to provide rallyists with several intriguing turns of events, and it is almost always sure to hold interest levels at a peak. At the present time, however, it is too early in its development to permit a national program. I feel that the gimmick rally is something the ardent rallyist can look forward to in the future.

Now comes the big question . . . "How does one become an expert in the sport of rallying?" It's harder to explain how to win the gimmick rally, so let's take that one first. The task, again, is to stay on the specified route, pass the check points in the proper order and keep constantly aware of everything along the way. That's a tall order in a well-thought-out event. Contestants will be led off the course in many subtle ways, and they probably won't even realize what's happening. From start to finish, the gimmick rally is a battle of wits between the contestants and the rallymaster. A wealth of experience and a touch of extrasensory perception are about the only tools the would-be winner has at his command. Expensive equipment and weighty calculations aren't going to help you much. You've just got to be a little more clever than the fellow who laid out the course. I think this is the prime reason for the growing popularity of this type of event.

The time and distance rally, on the other hand, depends a little less on luck and more on definite skills. In addition to staying on the planned route and hitting the check points in the proper order, contestants must also hold to the time limits. The scoring process calls for timing contestants at every check point, so naturally



IN MOST RALLIES, TIME IS ALL IMPORTANT, AND AN ACCURATE CLOCK AND/OR STOP WATCH IS A NECESSITY.



THE CURTA CALCULATOR, A HIGHLY ACCURATE MANUAL COMPUTER, MUST BE OPERATED CONTINUALLY THROUGHOUT THE RALLY.

the rallymaster devotes his time to trying to get entries off schedule, rather than off the course. For this reason, good time and distance rallies provide adequately clear instructions for remaining on the correct route. Time, then, is the all-important factor in the time and distance rally.

Once a rate of speed has been established over a given route, elapsed time along the route is equivalent to distance. Any point along the route can be described either as being so many miles from the start or as being so many minutes from the start. The process of changing measured distance into the equivalent elapsed time is the task performed ahead of time by the rallymaster when he is setting up a rally. It is also the task of the contestants once the rally is underway. The difference, of course, is that the rallymaster has as much time as he needs to make his calculations, while the team navigator must make his computations under the stresses which are ever present in running a rally. If the rally is run at night, lighting may be a problem. If the road surface is rough, the navigator may have difficulty with the necessary papers and equipment. In addition, he must help the driver find road signs which assure a proper course. Obviously the navigator has less than favorable conditions under which to make his calculations, and the rallymaster has a lopsided advantage.

How does a navigator operate? He has several pieces of equipment to help him out. First of all, an odometer is a "must" item in any rally car. To attain any degree of success, the navigator has to be able to determine elapsed time along the route with the same accuracy as the rallymaster. This means that he must be able to measure the course precisely as the rallymaster did. Due to various tire sizes and pressures, as well as other less obvious factors, all cars do not measure distances alike. To permit contestants to start out on an even footing, a

time and distance rally devotes the first portion of the route to a calibration section called the odometer leg. This leg is usually about ten miles long, but it can be up to twenty miles or more for longer events. In the instructions, the rallymaster gives the exact length of the odometer leg in official rally miles. As an entry reaches the end of the leg, contestants make a careful comparison of their odometer reading with that of the rallymaster. Then as they continue along the route, they can convert their readings to official miles. Since the rest of the mileage measurements in the rally are dependent on the odometer correction factor obtained at the end of the odometer leg, it is evident that great care must be used in determining the length of this portion of the rally.

Practically all cars have an odometer built in with the speedometer. Unfortunately such stock odometers only measure tenths of miles. A car traveling at average rally speeds requires about ten seconds to travel one-tenth of a mile. You can see that if the scoring is based on one point per second, a tenth of a mile error is too great. A serious rallyist should have a much more accurate instrument.

The most popular form of odometer in use today is the electric version. This type of odometer consists of an impulse unit geared to the speedometer cable and a pair of electrically operated counters mounted in a small metal case. The impulse unit provides 100 pulses of battery voltage per mile of car travel. These impulses operate the electric counters which, in turn, measure distances to the nearest hundredth of a mile. Sounds like pretty scientific motoring, doesn't it?

Electric odometers, in themselves, are not the complete answer in distance measurement. As I said before, tires can have a profound effect on accuracy, especially under adverse conditions. Ideally tires should not change dimensions during the course of any rally. Realistically, however, they do. To minimize the effect of tire changes, ordinary

tires are pumped up to higher-than-usual pressures—something above 30 pounds per square inch. The greater the pressure, within limits, the less change there is likely to be with temperature variations. Some rallyists even go so far as to buy special tires which are designed to vary only a little with changing temperature and road conditions. Several manufacturers have tires of this non-expandable type available.

With some rallies running as long as twelve hours or more (remember, they're timed to the second or one-hundredth of a minute), accuracy in measuring time is a necessity not only for the rallymaster and his assistants but for the contestant as well. All the effort of determining exact distances and calculating elapsed time is of little value if a precision timepiece is not available to compare the results. This calls for more than the usual wrist watch has to offer. The kind and number of timekeeping devices varies with the individual and his methods of making rally computations. In any case, rallyists must have at least one timepiece capable of keeping time within five or ten seconds per day.

After a rallyist equips himself to measure distance and time with accuracy, he still faces the problem of converting distance to elapsed time or vice versa. The problem usually comes down to "how long does it take to go X miles at Y miles per hour?" The navigator can use pencil and paper to figure out the problem. This takes time, however, and is subject to error, especially if stress conditions exist at the time. A slide rule can make simple computations rapidly with a fair degree of accuracy, and quite a few rallyists use one form or another for rally calculations. Another popular aid is a book of speed tables giving equivalent times and distances.

One of the best devices for solving rally problems is the Curta calculator—a small manually operated computing machine which can be held in the hand. Since it is a digital device, similar to a comptometer, it is extremely accurate when used properly. The only drawback to the Curta calculator is that it must be operated by the navigator continually throughout the rally.

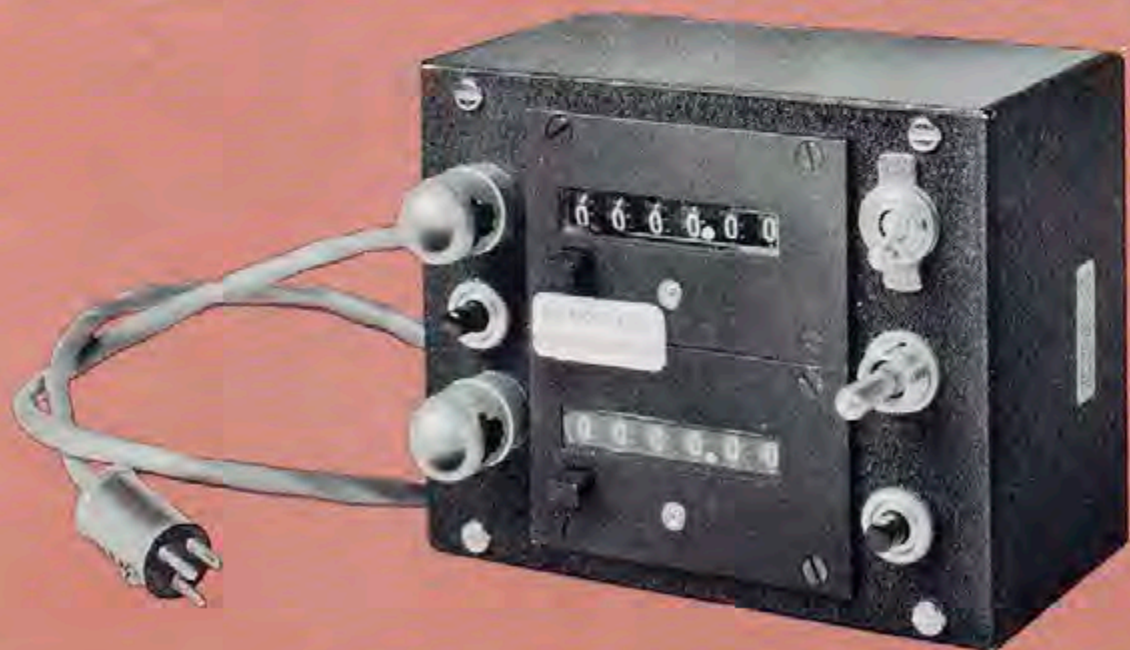
Undoubtedly the ultimate device for changing distance to equivalent elapsed time is the automatic rally computer. This digital machine automatically converts the forward motion of the car to elapsed time. It then displays the information on an output dial where it can be compared easily with a timepiece. A factor derived from the specified rates of speed is dialed into the computer at the beginning of each leg of the rally and at all speed change points. Otherwise it requires no attention. I may be somewhat prejudiced, but I recommend the Thomas Mark X (Tommy Box for short) as being one of the best automatic rally computers around.

Up to this point, we have two factors important in winning rallies: experience and equipment. This isn't the whole story, however. Since two people are involved in each car, there must be some kind of working relationship between the two. This is, perhaps, the most important factor in successful rallying, and it should not be minimized just because it's an intangible. Given sufficient time, anyone can gain experience. Equipment can be obtained by anyone willing to spend the money. And, yet, the contestants with the best equipment and the most experience are often beat out by couples with limited experience and mediocre equipment. The difference seems to be the inherent ability of the individuals and the smooth working arrangement between them during the event. These intangibles keep a challenge in the sport of rallying because there is always a chance for the "little guy" who may be running his first rally.

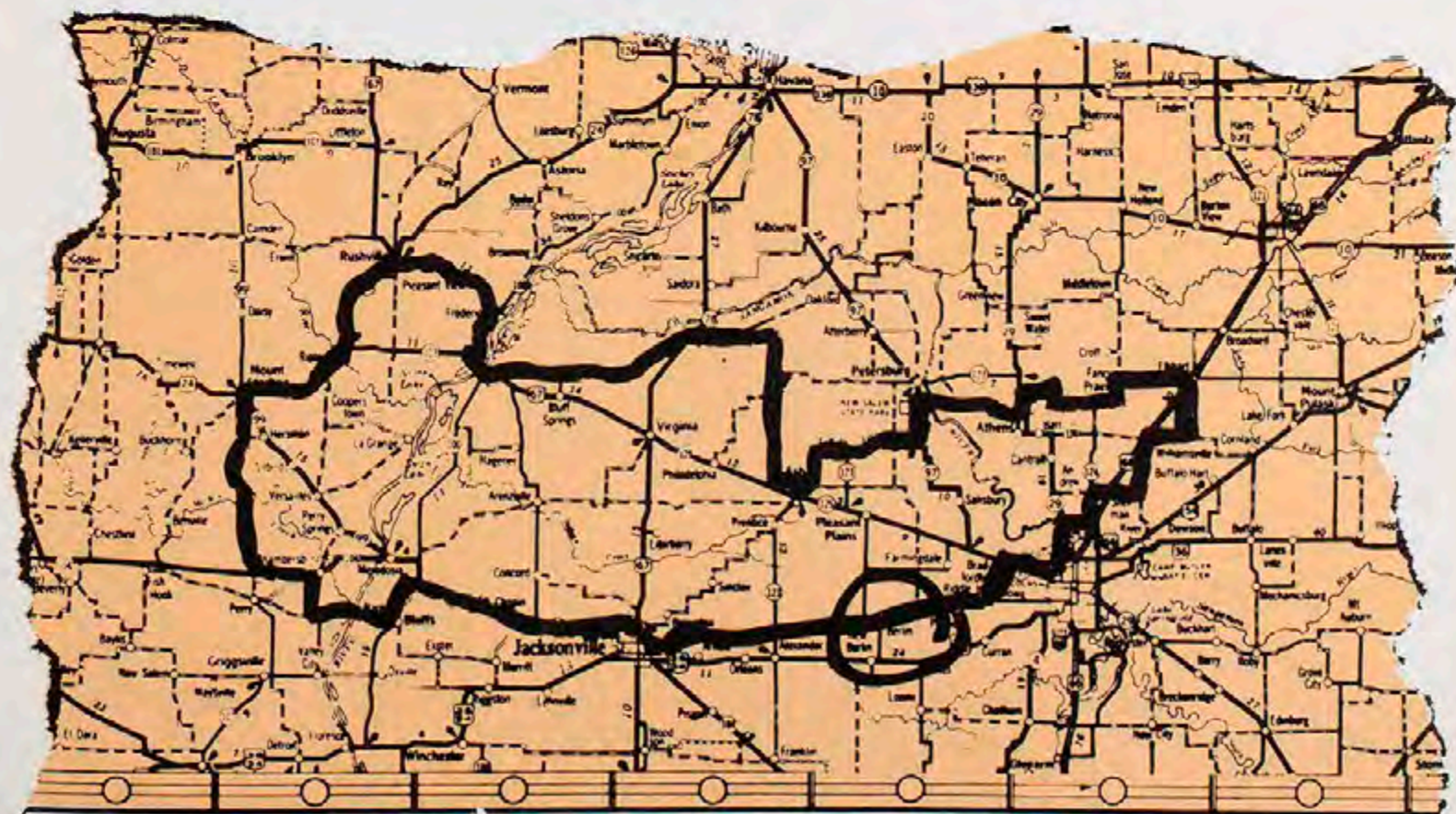
To sum it all up, if you are to be good at sports car rallying, you must get yourself a partner. You equip your car with suitable tires, an accurate odometer and a good timepiece. Next you must develop a system and get equipment for computing distance versus elapsed time problems quickly and without error under varying conditions. Then you put these elements together and get experience. Last and most important, you must develop a winning relationship with your partner. If you still don't get the breaks, you just have to be able to sit back, smile, and wait for the next rally.



FOR THE SERIOUS RALLYIST, ONE OF THE FINEST AUTOMATIC RALLY COMPUTERS, THE THOMAS MARK X.



THE ELECTRIC ODOMETER TICKS OFF DISTANCE WITH PRECISE ACCURACY TO THE NEAREST HUNDRETH OF A MILE.



EDITOR'S NOTE: Danny Collins, American Corvette driver and enthusiast, plans to race a 1962 Corvette both in England and on the Continent of Europe. Danny's business associate, Roy Winkleman, has purchased a '62 Corvette and shipped it to England. At the time this article was written, however, the expected Corvette was still ocean-borne. This month, Danny's report discusses some of the many preparations that must be made to carry out a successful racing venture in international competition and lists a tentative racing schedule.



Class cars. The Corvettes European debut will be made at this meeting. We intend to take the car to the Goodwood Track in Sussex County, just north of the English Channel, a week before the Easter debut. Once there, we hope to shake the rust out of our systems and test the Corvette's aptitude for the damp English climate.

Goodwood is a very fast course by most American standards. It contains a series of sweeping bends and one very tight chicane. The course has just been resurfaced to smooth out the rough spots, which should help to shorten lap times.

After Goodwood, the racing season will be well and truly launched! Here is a tentative schedule of races we plan to enter in Europe this season.

MONTH	COURSE AND EVENT	COUNTRY
April	GOODWOOD EASTER MONDAY MEETING	Gr. Britain
May	SILVERSTONE SPA CIRCUIT	Gr. Britain
May	*NURSBURG 1000 KM. (620 MILES)	Belgium
June	CRYSTAL PALACE	W. Germany
July	*AUVERGNE MOUNTAIN CIRCUIT	Gr. Britain
July	AINTRÉE	France
Aug.	BRANDS HATCH INTERNATIONAL	Gr. Britain
Aug.	*GOODWOOD TOURIST TROPHY (GT CHAMP. RACE, 100 laps)	Gr. Britain
Sept.	CRYSTAL PALACE	Gr. Britain
Sept.	CIRCUIT OF ALBI	France
Sept.	OULTON PARK, INTERNATIONAL GT	Gr. Britain
Oct.	COUPES DU SALON, PARIS	France
Oct.	*PARIS 1000 KM. (620 MILES)	France
	* (World Constructor's Championship, GT Class)	France

Four of these races are included in the world Constructor's Championship for GT Class. Bill Thomas has therefore prepared the car for this type of event by installing the large 37-gallon gas tank for the long distances involved.

The Corvette will be transported to all events on a special four-wheel trailer constructed in a coachbuilder's "works" and features built-in cabinets for tools and a winch to lead the car. The trailer will be pulled by a Vauxhall pickup truck which has been dolled up with red carpets in the cab, a chromed grille, and a tonneau cover for the back! Both truck and trailer are painted in American racing colors—white with a blue stripe—to match the Corvette.

Our next report will give you the lowdown on the Corvette's performance at Goodwood Easter Monday and perhaps one or two other races as well. We already know that the British Automobile Racing Club has turned down three Ferrari entries at Goodwood but has accepted the Corvette because it will present something new to the spectators on Easter Monday. Let's hope the results add a new name to the list of winners of British motor-racing events.

## CORVETTE PHOTOQUIZ

### HERE'S A NEW-TO-THE-NEWS GAME THAT TESTS YOUR KNOWLEDGE OF CORVETTE!

Just for fun, the editors of the *Corvette News* thought you might like to quiz yourself on how well you really know Corvette.

The pictures below are actual photographs taken of various parts of the car. They might come from any year Corvette. Your job is to pin down each part and come up with the correct answer. If the going gets too rough, you'll find the answers on the next page.



1. This control is almost the same on all '62 Corvette engines. If you turn it one turn to the left, what effect does it have on the operation of your car?

- a. Idle speed is decreased.
- b. Fuel in the idle mixture is reduced.
- c. Idle speed is increased.
- d. Fuel in the idle mixture is increased.



3. It's part of the steering system on some '62 Corvettes, but which part?

- a. Tie rod attachment to the fast steering adapter.
- b. Steering drag link attachment to the third arm.
- c. Tie rod attachment to the third arm.
- d. Tie rod attachment to the steering arm.



2. Here's an easy one. This feature has been an option on all Corvettes since 1959. Can you name it?

- a. A special flywheel for highest performance engines.
- b. An optional axle ring gear.
- c. A planet input sun gear in Corvette's Powerglide.
- d. Cooling fins on the sintered-metallic brake drums.



4. Which of the following tools should never be used to make an adjustment on this part?

- a. Dwell meter.
- b. Feeler gauge.
- c. Plastigage.
- d. Allen wrench.
- e. Spring gauge.



5. Better take a second look at this one. Is it:

- a. The viscous-drive fan?
- b. A speedometer cable gear?
- c. A notched brake adjusting screw?
- d. The fuel pump drive gear?



6. This control is found on each '62 Corvette engine with the exception of the 360 h.p. Fuel Injection engine. What is it?

- a. Temperature control for the fan drive.
- b. Automatic choke coil.
- c. Cold enrichment thermostat coil.
- d. Manifold heat control valve.

FROM DANNY COLLINS... CORVETTE DEVOTEE ABROAD

When Roy Winkleman was in California making necessary purchasing and shipping arrangements, he spent a great deal of time with Bill Thomas learning every detail he could about the proper care and feeding of Corvettes. Since Bill was preparing the car, Roy wanted all the dope he could get, straight from the horse's mouth. Bill gave Roy loads of literature on the subject and since his return to England, Roy reads one chapter from the Corvette Servicing Guide every night before he goes to bed!

Anyone who has spent any time in England since World War II knows that premises of any kind are very scarce. Therefore, we felt fortunate indeed to acquire spacious accommodations for what we call our "Racing Stable," twenty miles due West of London's Hyde Park in Slough, Buckinghamshire. Our "Racing Stable" is situated in a building which is part of the Slough Laundry. Roy persuaded the management to let us sublet a section of the laundry which wasn't being used—and what's more, looked it! With characteristic fervor, Roy pitched in and organized "volunteers" who have cleaned, painted and entirely transformed the place. There is now space for the Corvette, the tow-truck, trailer and spares, as well as a room set aside to work on the engines—complete with newly constructed workbenches and engine stands.

Upstairs, there are two very large rooms which were previously a doctor's office and living room. The larger of the two is now a gym, for keeping members of the racing team fit, outfitted with weight-lifting equipment and bars for toning up rusty muscles. The second room, complete with fireplace, will be used as a combination office-lounge.

The team won't have much time to lounge, though, because shortly after the car arrives, the racing season will be in full swing in Europe. And most of the world's famous drivers will have returned from spending the winter racing in South Africa, New Zealand, Australia, Argentina and Daytona Beach and Sebring, Florida. These chaps who follow the "Grand Prix Circus" are ready for the exacting and demanding schedules of international racing which concentrate events in Europe for the greater part of the spring and summer.

The Easter Goodwood Meeting unofficially opens the racing season in England. One of the prime attractions at this meeting, which draws a huge holiday crowd the day after Easter, is a race for Sports and Grand Touring

Anything new at your Corvette Club? If you've elected new officers, changed your club address, or held any newsworthy club events, the editors of the CORVETTE NEWS would like to have the complete details. Please send any such information, along with pictures, to the CORVETTE NEWS, 205 General Motors Building, Detroit 2, Michigan.



THE SYMBOL SHOWN ABOVE IS USED THROUGHOUT THE CORVETTE CLUB DIRECTORY TO DESIGNATE CLUBS BELONGING TO THE NATIONAL COUNCIL. THIS YEAR'S NATIONAL COUNCIL OFFICERS ARE:

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Answers to CORVETTE PHOTOQUIZ on Page 29.

1. THE CONTROL SHOWN IS THE IDLE SPEED ADJUSTMENT SCREW. ONE TURN TO THE LEFT DECREASES THE ENGINE IDLE SPEED (A).
2. THIS PICTURE SHOWS THE COOLING FINS ON THE SINTERED-METALLIC BRAKE DRUMS (D).
3. THIS PARTICULAR LINK IN THE STEERING SYSTEM IS THE TIE ROD ATTACHMENT TO THE FAST STEERING ADAPTER (A). IT WAS MADE GENERALLY AVAILABLE AS A CORVETTE OPTION IN 1957.
4. THE ONLY CORRECT ANSWER HERE IS PLASTIGAGE (C). PLASTIGAGE IS USED EXTENSIVELY BY MECHANICS TO CHECK BEARING CLEARANCES.
5. ALL CORVETTE OWNERS COME INTO CONTACT WITH THIS PART AT SOME TIME. BUT FEW REALLY KNOW WHAT IT LOOKS LIKE. IT'S THE NOTCHED BRAKE ADJUSTING SCREW (C).
6. CHECK YOUR ORIENTATION. IT'S THE MANIFOLD HEAT CONTROL VALVE (D).

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