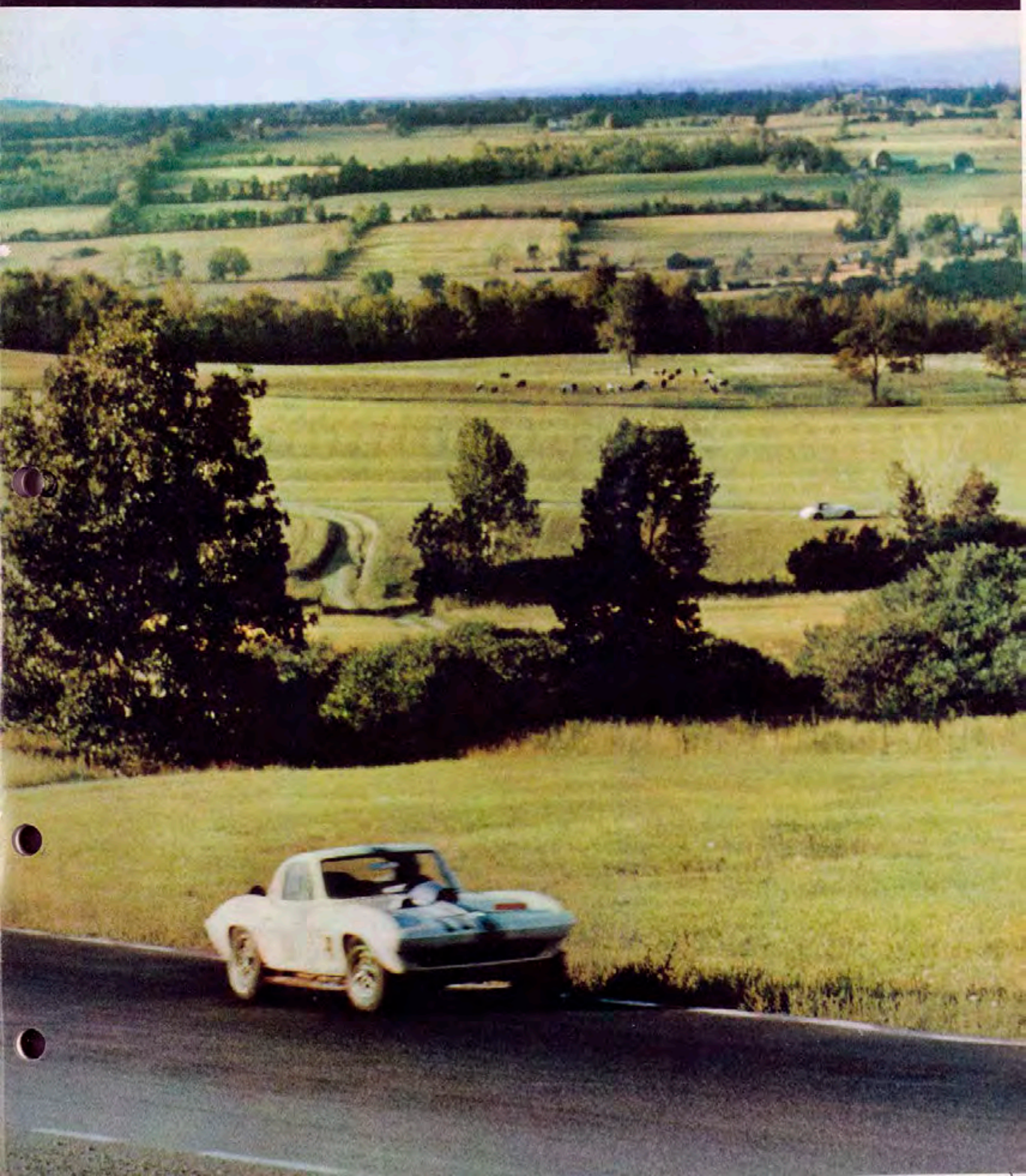


CORVETTE NEWS

Vol. 7
No. 2

FOR CORVETTE ENTHUSIASTS



A COVEY OF CORVETTES gathered at the General Motors Technical Center in Detroit, Michigan, during a lunch hour tour of the Technical Center grounds. In the foreground is William L. Mitchell, Vice President of Styling for General Motors, and three special styling vehicles—the original Sting Ray, the Shark and a special Corvette designed by Mr. Mitchell and featuring special pearl finish with white-painted wire wheels. Many of the more than sixty Corvette owners who turned out for the lunch hour rally are involved in the design and engineering of the Corvette.



CORVETTE NEWS



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P. 4—1963 NATIONALS WRAP-UP

Full coverage on both Watkins Glen and Thompson championship tilts in a twin-pack write-up.



P. 12—AN AMERICAN IN PARIS

Third in a Corvette News series on sport car writers and personalities; this time—Henry N. Manney, III.



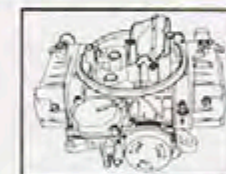
P. 16—TOWARD A COMPLEAT CORVETTESMAN

Among the items most any Corvette owner would like to have are, well . . . let's see . . . why not turn to p. 16 for a look-see?



P. 18—NEW CORVETTE CARBURETOR

The inside and outside of the big new Holley carburetor is detailed in this technical story.



P. 24—1964 TUNE-UP SPECIFICATIONS

A chart that you can keep for handy reference.



P. 26—ROAD AMERICA 500

An Elva-Porsche makes history during the annual fall festival at Elkhart Lake's Road America.



P. 30—CORVETTE CLUB DIRECTORY

140 individual Corvette Clubs stand up for the count in 38 states, the District of Columbia and Canada. National Council members are marked by symbolic wheels.



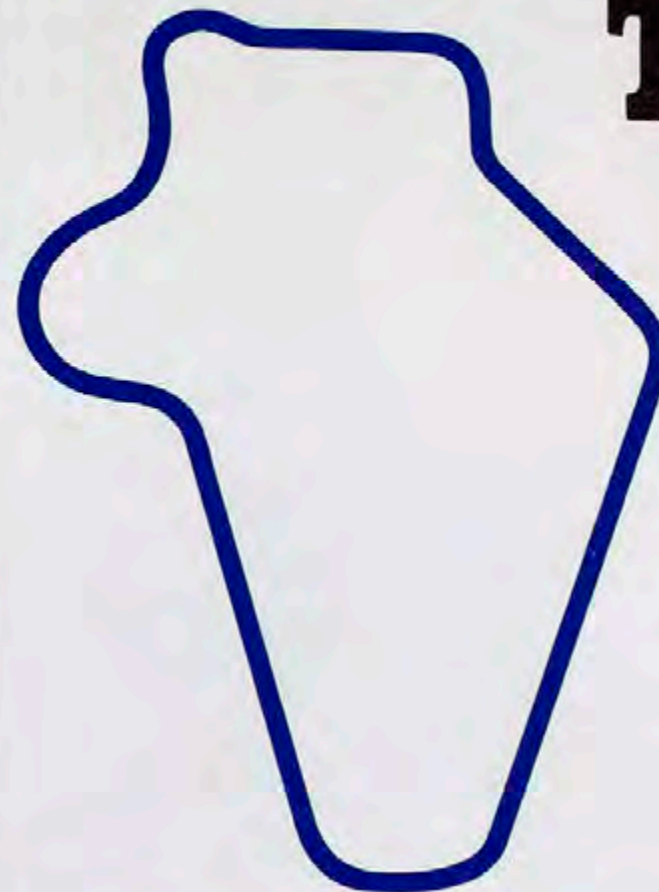
COVER—

Dick Thompson in the Corvette Grand Sport at Watkins Glen, New York. Cover photo by Don Sudnik.



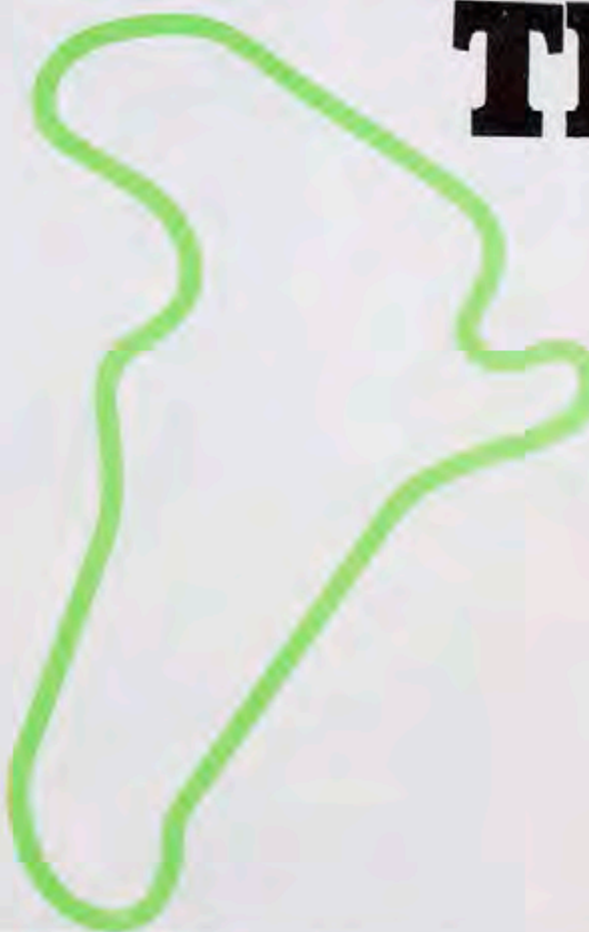


If the SCCA Competition Board had written the script, it couldn't have been better. Ten National meets; fifteen championships at stake during a six-month-long season; records broken on the courses, on the entry lists and at the ticket booths; *plus* a Hollywood finish that called for twelve championships to be decided at the final National race. Whew! But for loyal Corvette fans, the season brought smiles and frowns. In the smile department, Corvette machinery continued to dominate B Production as Don Yenke won it with a perfect 50-point total in his '57 "antique." This marked the seventh straight year that a Corvette driver took home the B Production laurels. In the frown department, Corvette pilots, after walking off with A Production in their maiden outing in 1962, gave way to Cobra drivers Bob Johnson and Bob Brown who finished first and second pointwise. For a final roundup of the fates that befell the other winners and runners-up, read the following pages. 📖 📖 📖



THE GLEN

The Glen course, 2.3 miles long, is considered a challenge by the drivers. It's fast and good for spectators, too. The present circuit is the third such since post-World War II road racing resumed in the town of Watkins Glen in 1948. The original circuit was much longer and ran straight through the town. It was abandoned in favor of a closed circuit, since modified to its present form and completed in 1956.



THOMPSON

Somewhat significantly, the site of SCCA's first closed-circuit race meeting in 1947 (Watkins Glen held the first road race on public roads closed off for the occasion in October, 1948) became the deciding circuit for no less than 12 SCCA national championships in 1963. Thompson was the last of 10 National SCCA tilts during the 1963 season. Full wrap-up of this important meeting begins on page 9.

CORVETTE GRAND SPORT WINS THE BIG ONE AT THE GLEN



WHAT KIND of a weekend was it? Indecisive. Except for Dick Thompson's great drive in the Corvette Grand Sport. And one championship that was decided. Many of the top drivers and cars in SCCA Nationals competition had journeyed long and far to the annual Watkins Glen Classic races, hoping to sew up their claims on class championship or to widen their precarious leads. But in twelve of the classes, final results would have to be determined at Thompson, Connecticut, a week later. A brace of blown engines, tortured suspensions and other maddening bothers kept the majority of contenders for national SCCA

class titles from doing anything decisive, much to their mutual frustration. Spectators came to the Glen by all manner of conveyances: by car, certainly; by plane to the nearby Chemung County airport; and by boat on Seneca Lake from the surrounding Finger Lakes communities. The entire Finger Lakes area is studded with steep hills and junior-edition mountains, cut through with deep blue lakes. The effect is stunning, beautiful, take your pick. Aside from the summer resorts and tourism, the next biggest attraction is the Glen. Perhaps the tone for the race meeting was set by the weather—cold, gloomy and about as unpleasant

an August weekend as could be conjured up by anyone unfriendly to *le sport*. The November-like atmospheric conditions kept the spectators away in droves, and except for the big Glen Classic, plus a few hot tiffs in some of the other class events, fans had little to rave over. Cold it was for practice, too. In practice, the biggies—A, B and C Production cars—looked particularly desultory. Same for the modifieds. Exception: Heuer in Chaparral and Thompson in Corvette Grand Sport made the same good times around the circuit.

At the Glen (the ninth of ten National SCCA races to decide championships), only three titles had been locked up—Don Yenke in B Production, Corvette; Pete VanderPate in G Production, Sprite; and Harry Heuer in his CM Corvette-powered Chaparral. Most aspirants to the remaining class thrones were on deck.

With Friday's practice over, spectators, drivers, mechanics and reporters repaired to more hospitable retreats to discuss the next day's possibilities. Bob Johnson, A Production leader in his Cobra, needed only a third place or better finish to assure his class championship. At that moment, he was sitting out the Glen Classic, the result of a blown engine at the previous Meadowdale race. Unless he talked someone out of a drive in an AP car, Johnson might be caught by Bob Brown, another Cobra pilot, who had a record of two wins and a second. Brown could have tied Johnson with a win at the Glen followed by another at Thompson. Grady Davis preferred Don Yenke's talents in AP and Davis drove the BP Corvette. Dick Thompson, another Davis AP driver who couldn't possibly cop the AP title, was being saved for the C Modified go in the Corvette Grand Sport. Of the other AP drivers, Frank Dominianni was a sentimental favorite. Owner of a Long Island speed shop, Frank has run his '62 AP rig all season on the same engine and has generally seemed to finish somewhere among the first four or five in class. Frank's steady performance and jocularly have made him popular on the eastern circuits.

On Saturday morning, race day, a chilly rain fell, dampening everything in sight—cars, the course, the stands and the drivers' spirits. Punctuality and organization prevailed as the first race, a Formula V and

Formula III, got under way in an angry buzz. Don Auray won, followed by John Gadwa. Both drove Coopers though Gadwa's was a Mark XI. Contender to top spot John Field finished out of the money, eighth overall and fifth in class. He must wait for Thompson for the moment of truth. Race two decided the G Modified class winner as Chuck Dietrich stormed his Bobsy II to an overall win and a first in class, over half a minute faster than his nearest rival. H Modified was still in contention as point leader Bill Greer lost to challenger John Igleheart. Greer still led, 44 points to 40.

Race three, the Schuyler Carrera, brought G and H Production to the grid. G was won by Erwin Loricz's TR-Spitfire while the H tilt was taken by Harvey Glass in his Sprite. An anticipated battle between title contenders Donna Mae Mims and Paul Hill fizzed as Hill experienced tire troubles and Mrs. Mims' mount blew a clutch. These two will duel the following week at Thompson. The E Production go was won by Lake Underwood who hadn't raced since 1957. Don Sessler sputtered in this match and finished seventh in class behind Bruce Jennings' E Porsche (Corvette BP fans know of Jennings' ways with a B Porsche, too). James Ladd, second in E point standings, didn't run at the Glen. In FP, only contenders Robert Shaw and Jack Crusoe scored points as Art Riley, leader, finished eighth.

Back at the Modifieds, the Juniors and Libres had a go at it. Well-known Walt Hansgen took first in his Lotus Formula Libre while Douglass Revson won in



APRIL 1968: Don Yenke's (left) and Dick Thompson's (right) AP Corvettes. Yenke's was a '62 and Thompson's was a '64. Both were driven by Yenke. Yenke's was a '62 and Thompson's was a '64. Both were driven by Yenke. Yenke's was a '62 and Thompson's was a '64. Both were driven by Yenke.





Formula Jr. (second overall) with his rear-engined Lotus XX. Point leader James Haynes picked up a fourth in class for four points and went six up, 30 to 24, over Charlie Hayes who did not race.

C and D Production proved more interesting as Jim Spencer picked up 10 big DP points on Bob Tullius who blew his engine in practice. As a result, Spencer trailed only by two, 48-46. Duncan Black, C Production leader, finished second overall, first in class and added 10 points to his total for 44. Paul Richards, finishing right behind Black, picked up eight counters and totaled 38. Championships were obviously not decided.

By now the sun had broken through and the weather outside was surprisingly delightful. It was A and B Production time and the Reptiles and Fish lined up on the grid. Bob Johnson had turned salesman extraordinaire and was astride a Corvette, taking a little friendly lip from his fellow Cobra drivers. They were off and it was Bob Brown in the Cobra for the win. Bob Mouat won BP and became runner-up in national BP standings. Frank Dominianni finished a steady fourth in AP. And Johnson finished sixth in AP, won no points. So it would be Brown and Johnson at Thompson.

In practice, Dick Thompson's lightweight Corvette Grand Sport ran beautifully. Old suspension quirks had been ironed out. Grady Davis' chief mechanic also explained that the injection had a new "double intake" manifold and delivered 20 more horsepower at the rear wheels which, he said with a sly smile, is "right where we want it."

In the Glen Classic, Dick Thompson, Paul Richards (Cooper Buick), and Harry Heuer battled for the lead. For five laps, Thompson staved off Richards and Heuer. Then Richards spun out and lost 6 places. Round and round the two Corvette-powered hustlers tagged, waiting for the advantage. The break happened on the 17th lap and Heuer sneaked past Thompson when a slower car got in the latter's way. The Heuer-Thompson combine ran nose to tail to the 27th lap. Then the Chaparral's rear end went poof! Thompson led all alone and going away. Meanwhile, Richards recovered from his disastrous spin and regained lost time, quietly shattering lap records for sports cars using the chicane course. The crowd was on its feet as the flying dentist took the checker. Second was Paul Richards, rewarded with a standing ovation for his fantastic drive. Walt Hansgen copped third in a Maserati-Ford. Not among the top ten was Lee R. Dean of Afton, New York. A pity, too, as his car certainly bore the most intriguing name—"Rumble Guts IV." The locals had a thrill as Jack Moore piloted an unmodified Corvette to an eighth overall.



12 SCCA CLASS CHAMPIONSHIPS DECIDED AT THOMPSON



IN CONTRAST to the gloom at the Glen, the Thompson course was drenched in Connecticut sunshine. And gathered to do battle under Sol's rays were about 250 capable, eager entrants. Of course, there were 12 National championships at stake, just to add to the festivities. When the day was done, history had been made with a new lady-type champion, a protest had been disallowed, a leader watched his championship slip heartbreakingly away from his vantage point atop a sandbank

and the A Production gig was convincingly decided.

First under way was the H Modified, F and G Production 25-lapper. John Igleheart in an OSCA and Bill Greer in a Zink Petite special dueled from the starting flag. Greer took the lead, setting a torrid pace. Igleheart slowly crept up, closed the gap and wrested the lead away from Greer. On lap 20, Greer spun out on turn 1 and found himself out of contention on top of an embankment. Incredibly, Igleheart also lost it on an overcorrected drift at turn 6 on the same lap and



Shaw's points would not gain him enough to overtake Riley. G Production had already been decided.

The H Production bit brought the showdown between Donna Mae Mims and Paul Hill to the fore. Paul Hill finished fourth while the petite Donna Mae finished tenth. Hill's points were no better in this race than any previous and thus did not change his point total. The HP title went to Donna Mae by a slim two points and she became the first woman to win an SCCA National title.

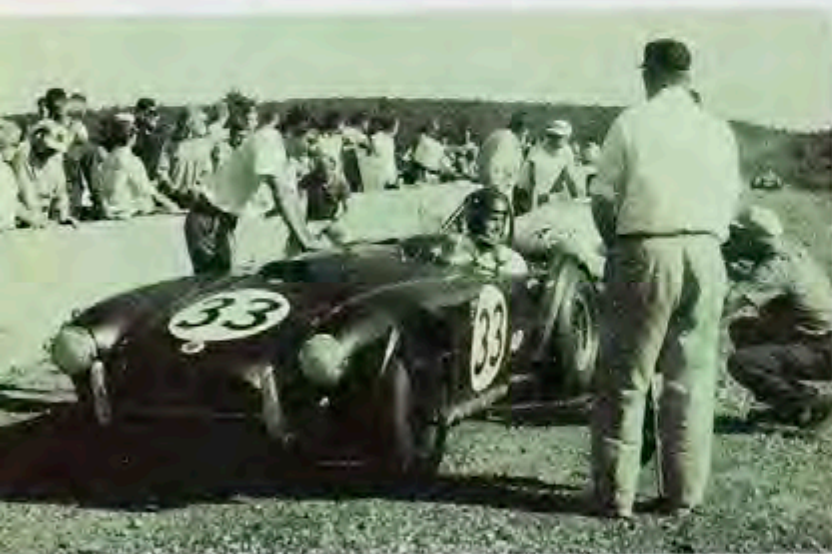
In a real cliff hanger, Paul Richards, driving his 1-litre CP Fiat Abarth, hung on grimly to the second place which he needed to tie point leader Duncan Black's Daimler. In the last lap, however, Richards dropped out with a broken axle and sometimes Sebring Corvette driver Black ended the season with an eight point lead.

Somewhat less nail biting finishes were witnessed in the other classes where, for example, Bob Johnson of Columbus, Ohio, easily ran off in his Shelby Cobra to the A Production crown. His only competition, Bob Brown, could have tied Johnson with a win but settled for second when his Cobra bent a valve. Despite the

Top Left: A Production contenders Bob Brown (L) and Bob Johnson. Left: AP winner Johnson in his Reptile. Below: Joe Buzzetta, D Modified champion, pondering the ultimate scheme of things.

came to rest on a sandbank. He watched his chance at the H Modified title slip away to the immobile Greer who had been leading by a scant four points prior to the meeting. John Gordon, another OSCA driver, drove steadily for the local win and took third slot in national HM standings.

An upheld protest, an appeal and a provisional winner clouded the FP event as winner Art Tattersall's Volvo was protested for being underweight. Of the contenders, Art Riley, pre-race leader, spent several disheartening laps marooned at turn 5 (sandbank, again) and finished 18th. Bob Shaw, second in national FP points, needed a fourth to win but finished fifth. Bob Sharp's Lotus 7 finished third when engine sickness spoiled his determined bid to beat Tattersall.



Tom Flaherty (Alfa), took the runner-up spot to Tattersall. Bob Shaw protested Tattersall's Volvo weight and indeed it was found to be too light; Tattersall was disqualified. The FP championship was awarded to Shaw on the basis of better place finishes (Shaw and Riley are tied for top points), though pending Tattersall's appeal. However, should Tattersall's appeal be upheld, reversing the decision at the track, then Riley would become champion since



third place Corvette Sting Ray's very respectable lap times, New Englander John Caley could not approach those of Brown's somewhat defanged Cobra.

Don Auray's motorcycle-powered Cooper Formula III winged its way to the needed third place to gather up the championship over last year's champion John Field who, although winning this one, finished short on total National points.

Bob Tullius' job was to prevent Racine, Wisconsin's Jim Spencer in a like TR-4 from taking first. He did so by occupying that position himself from the race's start, aided somewhat by Spencer's farther back grid spot. Result was a perfect 50-point season for Tullius, and the D Production title.

Roger Penske, well in the lead in D Modified points, chose to risk his crown and stayed home. Bob Grossman of Nyack, New York, decided he'd do something about it. Entering his big V-6 three-litre Ferrari Dino (though bumped up to class CM due to insufficient DM entries), Grossman felt no qualms as the green flag fell. But, after holding the lead for 26 of the 30-lap feature event, Grossman retired with a bearing failure. Penske won the DM title.

Joe Buzzetta also chose to challenge his competition (Clevelanders Herb Swan was sitting at home on point leading laurels), and by taking the Thompson EM race overtook Swan to win the EM class championship. And as icing on the cake, Buzzetta also piloted his immaculate Porsche to an overall win.

In the balance of the action, EP fans witnessed one of road racing's greatest comebacks as Lake Underwood of South Orange, New Jersey, emerged from a six-year retirement after Porsche championships in 1956-57. Underwood locked up first place in his self-prepared Porsche, snatching from Sunbeam Alpine driver Don Sessler's grasp the point lead that Sessler had held all year.

Peter Sachs, national champion since the Glen, finished second to George Wintersteen in the FM battle and ended the season with 34 points. A champion was crowned in the Formula Jr. race when Jim Haynes took second in class and became Jr. titleholder. Gaston Andrey bested the efforts of Ernie DeVos in a Brabham F Jr. and Doug Revson in the Formula Libre. Andrey recovered from a spin to nip DeVos after Revson overcooked it on turn 7 and became quite firmly lodged in the sand. Formula Libre point leader Vic Meinhardt and his FL Porsche took second in class and the Libre National title.

When the last exhaust bark had quieted down, nine champions had held on to their point leads, two contenders were toppled by challengers and one championship was left in doubt. No doubt, however, lingered in the minds of the countless spectators who had seen as exciting a race meet as might be imagined.



Top: Don Yenka, pictured here with other SCCA champions, wrapped up BP prior to Watkins Glen and did not run at Thompson. Above: Duncan Black, Daimler pilot and CP winner. Below: SCCA's first lady-type champion Donna Mae Mims, HP Sprite and friend. Bottom: Lake Underwood's immaculate self-prepared Porsche with checkered flag and EP National title.





With or without beard, Henry N. Manney III is a writer to be reckoned with. (He recently wrote us that his beard is off for the summer but will return for the winter.) And as for a writer's life, many would say Manney has an idyllic existence . . . for Henry is the *Road & Track* man in Europe, along with writing an occasional article for other magazines.

Primarily, Manney's job involves going around to the various Grandes Epreuves and reporting on them for his magazine. He also "does" the important auto shows, sizes up the new European cars, keeps abreast of automotive competition developments and sometimes works in tests on an odd auto or two. He also does touring articles from time to time plus a lot of photography.

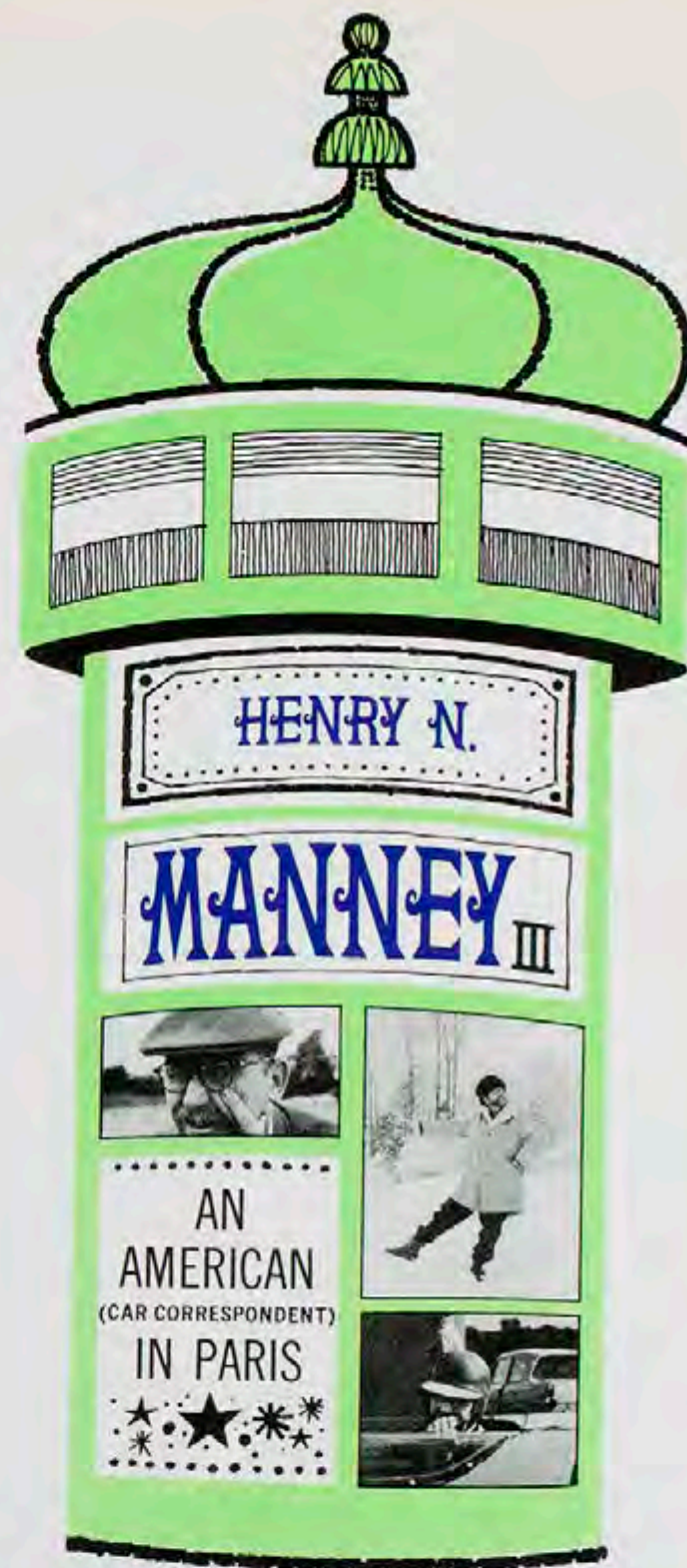
A thumbnail sketch of Manney reveals that he is forty-one years old; married and the father of three children; was born in Quantico, Virginia, but currently calls Paris, France, home; stands an inch under six feet and weighs in at about 175 lbs. When he gets some time for himself, he'll take his music classical (Bach, Mozart and that lot) or a nice bit of two-beat Dixie. He enjoys reading the London papers and keeps up with the "biz" by going through auto and travel magazines. He also likes good food and wine and considers France a fine country for both. This is self-evident if you are at all familiar with his work.

Henry got into the sports-car writing field accidentally. Back in California, he had known Anne Evans, the secretary to Gus Vignolle, who ran *Motoracing* of California. She asked him to do an article on how to watch a race. Henry says, "They were fool enough to print it, and since I found I could get into the races free, I have never looked back."

His feelings about writing have Freudian overtones. He states: "I am too lazy to enjoy writing, which always leaves me wrung out; but I am also lazy enough to prefer it to nine to five, at which I would starve because I take forever to do anything. It is such a relief when you put the article in the postbox, though . . . all psychologically dark." Then he adds, "This job, however, is quite good as you get to see so many different cultures and people."

When he writes about his job, Manney's wry sense of humor is stirred carefully into his remarks. Here's how he feels about it: "Everybody wants my job, which is interesting but not the world's easiest. Best part is seeing one's friends at odd intervals and at odd places. Biggest drag is taking photos of a race and then asking a million questions so that one can write a decent story afterwards. Also, one gets wet with depressing frequency and throws one's back out from carrying cameras and all that grubbins. Pet hate is Monza where organizers won't let you do your job. Another hate is developing pix and writing the story in a hotel room. Ugh."

In regards to one rainy experience at the Belgium Grand Prix, he had this to say: "Casting a jaundiced eye at the sopping wet road and steel wool train clouds gathering over the high-speed Spa circuit, BRM pilot Richie Ginther observed, 'I feel an attack of chickenitis coming on; take me to the hospital.' Texan Jim Hall claimed that if the only tracks he had seen were Monaco





Manney was here . . . discussing a Cooper gearbox with Mike Barney.



The rain stays plainly on the mane.



Will the real Toulouse-Lautrec please sit down?

and Spa, he would have packed his bags and gone home. Tony Settember, also here for the first time, with the new Sirocco-BRM, said that if it rained, at least when the accident happened you would be going slower. Trevor Taylor (who had wiped out the time-keeper's box and his Lotus the day before in the 100-mph Stavelot bend when a rear wishbone came unscrewed) just rolled his eyes expressively, and at least one conductor who shall remain anonymous said that he was going to leave the lid off the spark box so water would get inside. De Beaufort, with his old orange Porsche, was the only cheerful one, with 'It rains on everybody,' but some rather drawn faces were to be seen among the blokes who felt that they had to go fast."

And Henry Manney also has the ability to capture the excitement of a race as witness this paragraph from the self-same Belgium Grand Prix article: "Hoo boy, what a race. About this time, just past half distance, it was noticed that Hill's BRM was running worse and worse, perhaps as a result of the old BRM ailment of valve springs. Graham was just looking around for a nice dry tree to hide under when there was a horrid grinding noise from the back and the input gears went, turning Mr. Hill into a pedestrian. This moved Gurney, who was on the point of being lapped by the leader, up into second at the head of survivors Ginther, McLaren, Maggs, Bonnier, de Beaufort and Settember, plus Surtees who was running but about to retire for good. But *der schwarze Cloud gekommen ist mit donner, regen und beestieheid*, heralding its approach at the pit area with a chill wind that was going to blow several people no good." (*Road & Track*, September, 1963.)

Manney's frequent whimsical asides give his readers time to catch up to the action. These asides will assume many shapes and forms. Sometimes it's a quick one-liner, then again it may be the gentle thrust of some English slang, or even out-and-out slapstick. But if you look very carefully at Manney's prose, you'll most likely see the unmistakable signs of tongue-in-cheekism. For example, take this paragraph he wrote about the English Grand Prix for *R & T*.

"Anyway, here we were at Silverstone, which is an airport course and a mighty flat one at that. The sun looked unusually naked in the bright blue sky, causing both mad dogs and Englishmen (who were running about in it) to observe that we happened to arrive on the same weekend as summer. Raincoats (known in the U.K. as plastic macs) and brollies were conspicuous by their absence, although the occasional belt-and-suspenders types (like me) carried their folding gamp anyway. The beer trailer was doing a roaring trade in carbonated stump water, iced lollies were selling like Christine's memoirs, a luscious crumpet was parading around in the skimpiest of silk shifts, and only a subdued roaring like that of dyspeptic lions revealed that there was a motor race on. Always something to spoil the fun, eh?"

His unorthodox approach to covering rallies and other events occasionally causes the hackles to rise on some of his readers' necks. He doesn't think everything is ginger-peachy at every race he's been to. If he sees something

amiss, he is not afraid to say so. Naturally, this appalls some of the head-in-the-clouds enthusiasts who can never see anything wrong with any racing event be the weather bad or a local insurrection going on among the constabulary. Here is the opening paragraph of Manney's report on the 1962 Monte Carlo Rally: "After the fiasco of last year's Monte Carlo Rally, for which the AC Monaco, overcompensating, applied too generous a handicap to the Panhards, there were many quick calculations with paper and pencil when this year's regs came out. A new index was applied for the special stages, however, which was square root of C (actual cylinder capacity in liters) over $8C + 1$. For 'improved' touring cars this square root was to be multiplied by 1.03, and for GT, 1.06. This iniquitous bias against 2-stroke engines, which had put them on a level with GT *wagen*, was dropped and the remaining sorting out was left to the weather." (*Road & Track*, April, 1962.)

When it comes to his own most memorable sport car event, he considers the 1957 Mille Miglia in which he competed to be the high point of his career. Unfortunately his car broke down during the race. Reporting-wise, the 1957 German Grand Prix with Fangio versus the Ferraristes Peter Collins and Mike Hawthorn stands out most in his mind. "After leading them, he (Fangio) made a pit stop and then caught them again, knocking big chunks off the track record in the process. We were afraid to breathe."

Manney's touch of the gourmet led toward a four-part *R & T* article (March-June, 1961) on the gustative pleasures encountered while visiting Europe. Some of the advice he gave to his American brethren on Dutch breakfasting went: "Food isn't bad but the best meal is breakfast, where you get boiled eggs, cold meat, Edam and Gouda cheese, six kinds of bread, and koffie. Lots of koffie. With luck and industry you can last till dinner."

Though food is a way of life with Manney, his forte is to go beyond the obvious and ferret out a story's hidden bits and pieces and then, through the alchemy of his reporting, transmute it into lively prose. His word imagery, whether describing a race, meal or the latest feminine fashions, is rich with color. And behind his wit is his infallible good taste, which tells him to use only the words he *needs* to make a particular point. Usually his phrases are turned to a rich golden brown that tend to simmer right on the page. To close, let's look at how Manney was able to breathe life into a dry listing of upcoming European travel subjects.

"Well, kiddies, away with dull care and next month out comes the old ball bat on such matters on touring. What to See, Weather if Any, Where to Eat, Where to Get a Factory Ride, How to Sneak into the Races, Shopping, What Clothes to Bring, What Season to Come In (any time but July and August), Whether to Bring Smokes and Food (No), or Nescafe (No!), or Your American Girl Friend (Definitely NO!!!), The Rundown on Foreign Cars, Whether You Should Buy a Modified Car (that depends), and anything else I may have forgotten or you can write me about (quickly!) in the meantime *Ciao!*"

**TOWARD A COMPLETE
CORVETTESMAN**

A roundup of items, rare and run-of-the-mill, designed to delight the sensibilities of the usually sophisticated Corvette enthusiast. Left to right on top. HATS/soft wool sports car cap at right, classic popular option; in the middle, businesslike felt Fedora with skinny brim; competition-approved driving helmet for gung-ho goings-on, at left. SMUG OWNER OF '64 CORVETTE/could be you.

SPECIAL CORVETTE WHEELS/cast-aluminum with wide 6" rims, knock-off hubs. CUSTOM AUDIO STEREO COMPONENTS/FM stereo tuner-preamplifier; separate full-range speaker systems; all components in oiled walnut. ORIGINAL OIL PAINTING/snow scene by John Tabb. TUXEDO/for those once-in-a-while formal occasions.

SKI GEAR/poles, a must; metal skis with bindings (better have some boots and sweaters, as well!). 1964 CORVETTE STING RAY SPORT COUPE/375-hp Fuel Injection version with 4-speed box, cast-aluminum wheels, in Tuxedo Black. Left to right on bottom. BINOCULARS/6-power, for watching the action at the far turns.

TORTOISE FOOD SERVER/solid silver; shell covers small side of beef or large fowl, platter and cutting board underneath. RALLY EQUIPMENT/"Rally Indicator," circular-scale average speed calculator; "Tommy Box," automatic rally computer; "Pepper-mill," corrected mileage and time computer; stop watches, calibrated in decimal minutes and second minutes. MAGAZINES/*Car and Driver*, *Road and Track* and *Show*, good subscriptions all. CHESS SET/wood board and handsome bronze chess pieces.

MOVIE CAMERA/8mm, Swiss-made, battery-operated, zoom lens, for permanent record of exciting events. SUITCASE/soft tan leather, 2-suiter. PICNIC KIT/2 one-quart thermos bottles, vinyl-leather case that holds bottles and 2 plastic food dishes. SPECIAL STEERING WHEEL/custom-made for Corvette, solid wood rim with chrome spokes. DRIVING GLOVES/leather, fingerless type, ideal for long hard driving. ATTACHE CASE/over-sized for overnight, matches tan leather suitcase. CAR BLANKET/cozy wool plaid with vinyl carrying case. TAPE RECORDER/4-track stereo, 2 speeds, with record and playback. FIRE EXTINGUISHER/genuine Chevrolet accessory, wise safety item for car and home. REARVIEW MIRROR/genuine Chevrolet accessory, wide-angle, eliminates glare for night driving.



NEW CORVETTE CARBURETOR CATERERS TO WIDE-RANGE PERFORMANCE

Part of the extra power developed from the 365-hp Corvette comes from a brand-new carburetor. It is described in the 1964 Corvette Shop Manual as a Holley 4150 4-barrel carburetor. While its function is basically similar to the carburetors used on 250- and 300-hp versions, it has an entirely different appearance. For one thing, the new carburetor has separate removable float chambers (fuel bowls) instead of an integral float chamber arrangement. Sandwiched between the separate float chambers and the main body are metering bodies (Figure 3). These bodies have cast- and drilled-in passages similar to a valve body on an automatic transmission. Idle jets, idle needles, main metering jets and power valves (economizing valves) are all contained within these metering bodies. The float chamber assemblies contain the fuel inlet fitting, needle and seat, screen, and float mechanism. The accelerating pump is mounted in the bottom of the primary float chamber. These float chambers are connected by a fuel line tube running along the outside of the carburetor, which feeds fuel from the primary to the secondary unit.

In addition to the metering bodies and float chambers, several other subassemblies are incorporated. The throttle body includes both primary and secondary throttle plates. Contained in the main body are the choke plate, choke housing assembly, secondary throttle operating diaphragm and accelerating pump discharge nozzles.

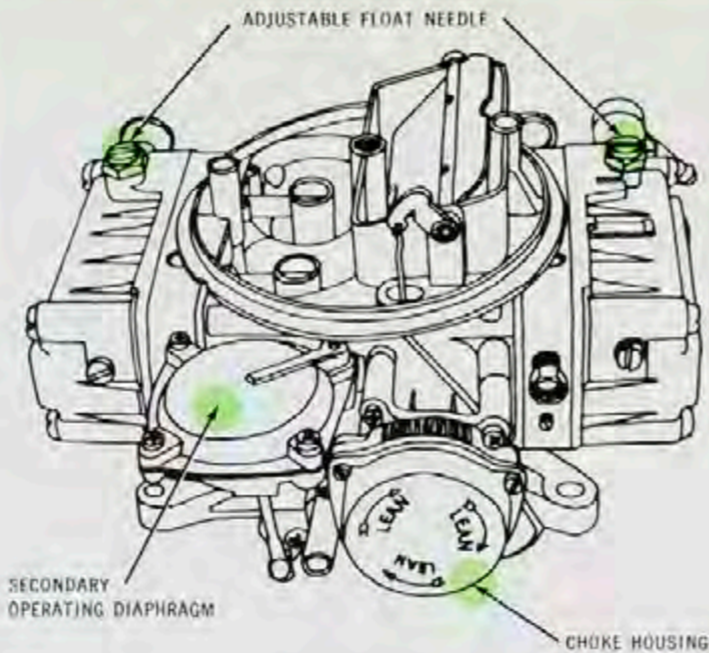


Figure 1

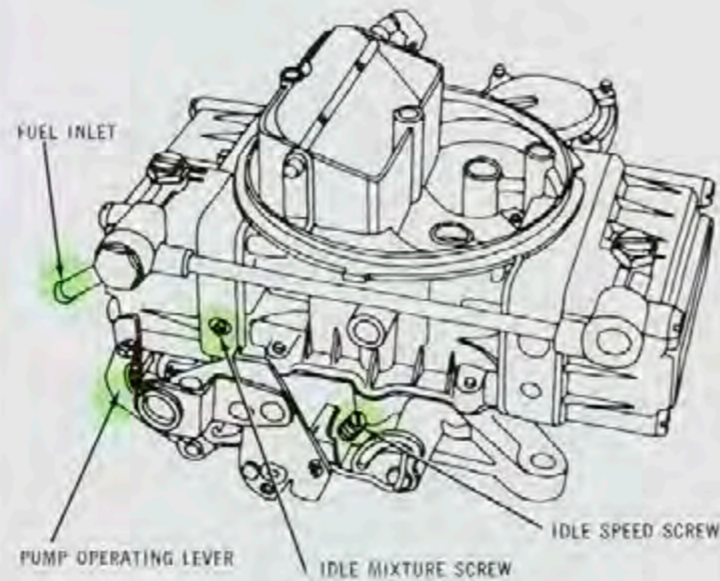


Figure 2

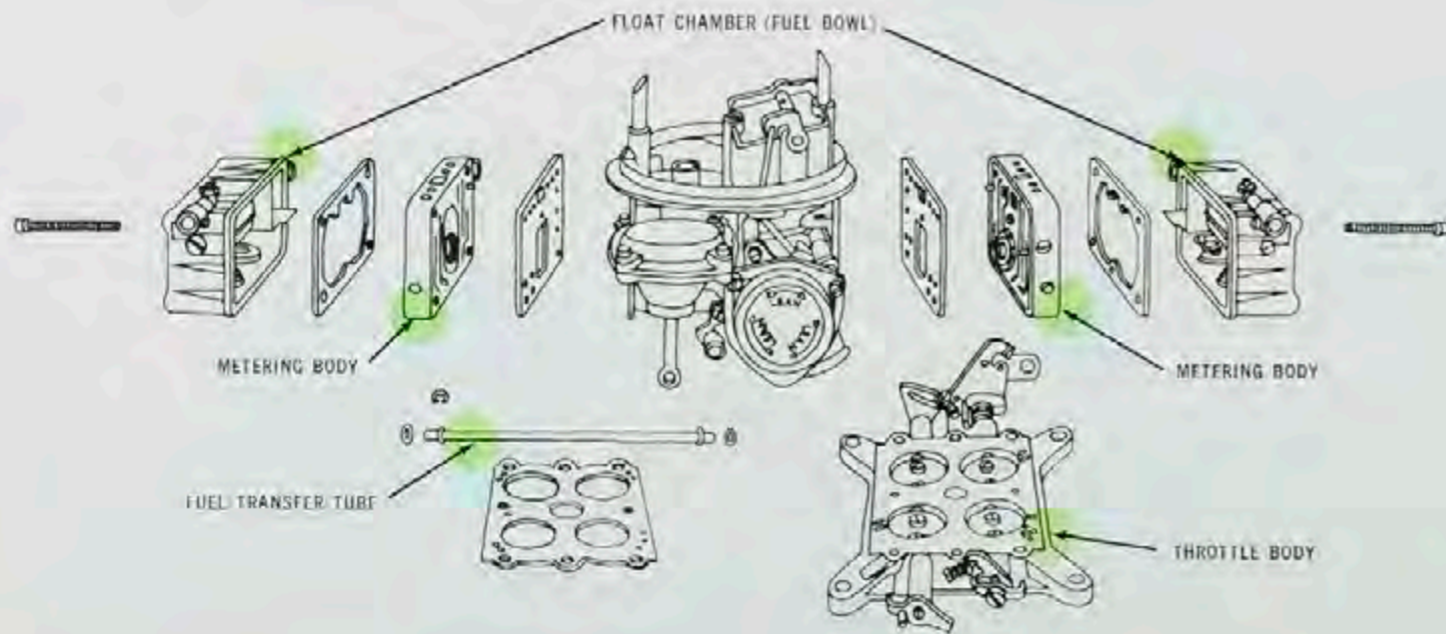


Figure 3

HOW IT OPERATES

Except for the venturi-vacuum opened and mechanically closed secondary barrels of the new carburetor (Figure 4), the basic operation is similar to other Corvette carburetors. The fuel inlet system consists of an inlet screen, adjustable caged-needle and seat assembly, and a spring assisted float to maintain fuel level.

The idle speed system (Figure 5) is an inverted "U" passage with an idle well fed by the main jets. With the primary throttle plates closed almost completely, the idle discharge passage (below the throttle plates) allows fuel to enter the manifold for mixing with air. Idle-adjusting needles control the amount of fuel that enters the idle discharge hole. The fuel itself is supplied from the idle well by the idle transfer passage. As the accelerator pedal is depressed, the accelerator pump (in the bottom of the primary float bowl) forces fuel into the main body and into the pump discharge nozzle (Figure 6). Also with the depressed throttle, the throttle plates open wider to allow more air through the barrels. At cruising speed, fuel flows from the float chamber through the main jet which meters the fuel flow into the bottom of the main well (Figure 7). The fuel then moves up the main well—into the short horizontal passage leading into the main body, then through the horizontal channel of the discharge nozzle. Fuel is discharged into the booster venturi air stream and then into the air stream of the carburetor venturi. The throttle plate position controls the amount of fuel-air mixture added to the intake manifold, regulating the speed and power output of the engine.

The power enrichment system (Figure 8) includes a vacuum passage in the throttle body to transmit manifold vacuum to the power valve chamber. Manifold vacuum, acting on the diaphragm of the power valve at either idle or under normal load conditions, is strong enough to hold the diaphragm closed by overcoming the tension of the power valve spring. When manifold vacuum drops, due to increased engine output requirements, the power valve spring overcomes the reduced vacuum to open the valve. Fuel then flows from the float chamber, through the valve, out the small holes, and then into the main well. This extra amount of fuel in the main well then joins the fuel flow in the main metering system, enriching the mixture.

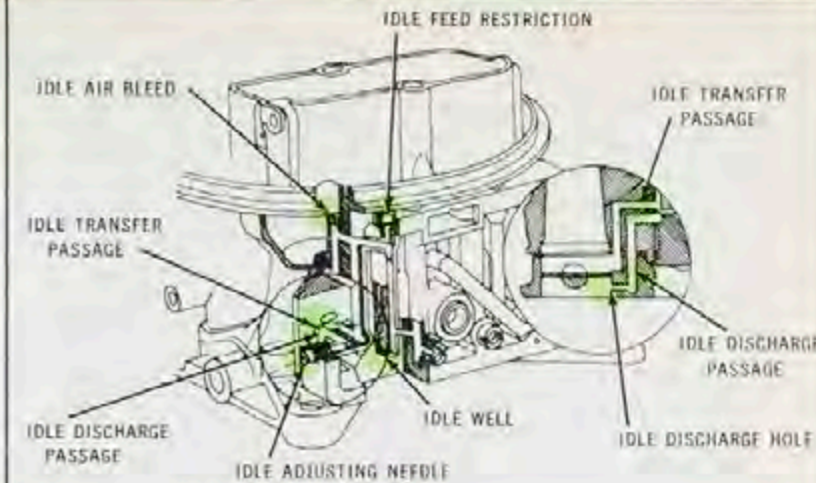


Figure 5—Idle Speed System

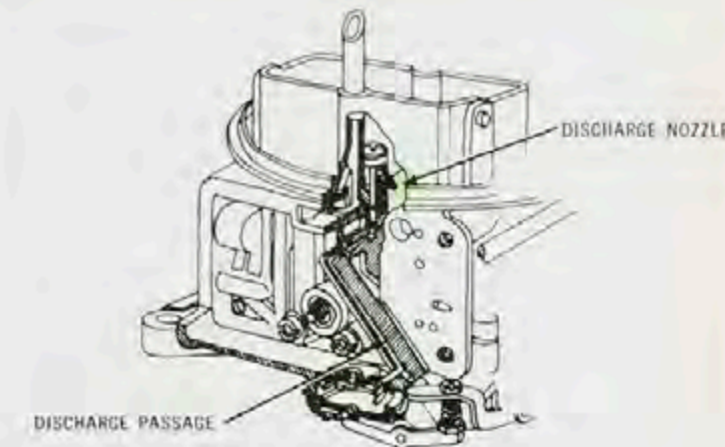


Figure 6—Accelerator Pump System

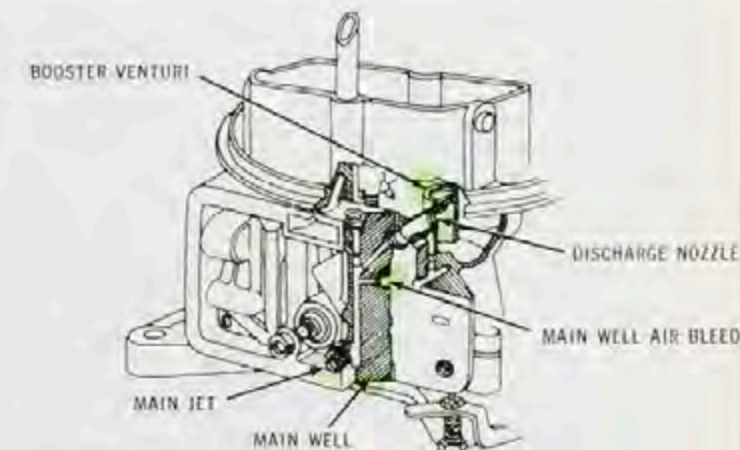


Figure 7—Main Metering System

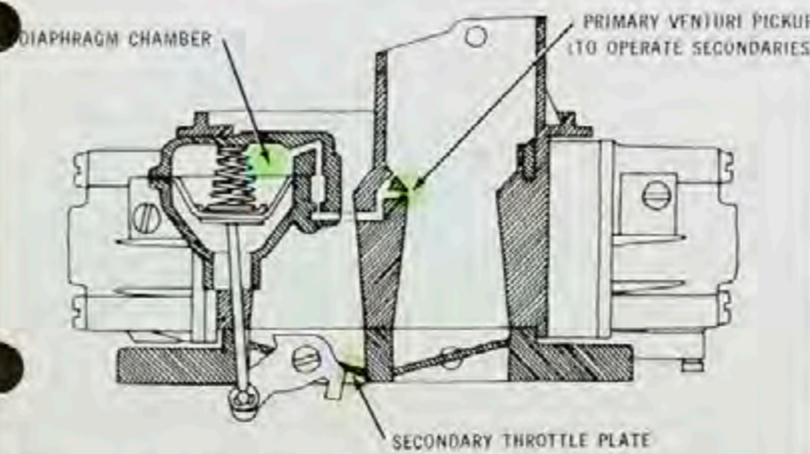


Figure 4—Secondary Throttle Operating System

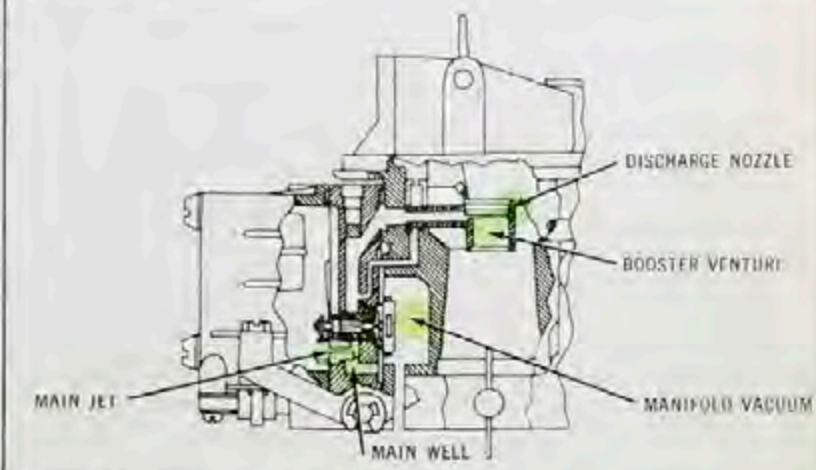


Figure 8—Power Enrichment System

SIMPLE ADJUSTMENTS KEEP NEW CARBURETOR IN TOP TUNE

All of the operations described here are on-the-car adjustments. They are the kind of adjustments that will assure maximum carburetor performance and smoothness. Because of the nature of the adjustments, the car should be on level ground to insure accuracy.

ACCELERATOR LINKAGE

The length of the throttle linkage is adjustable to assure wide-open throttle with the accelerator fully depressed. To check, depress the throttle fully and either keep it down with a stick or have someone hold it. The throttle plates should be wide open. If they aren't, adjust the threaded swivel at the throttle lever for a full-open position. With the accelerator pedal down all the way, and the throttle plates fully open, the threaded swivel should fit without binding into the throttle lever. After it is determined that the swivel will fit, it should be turned two full turns to shorten the rod. This will insure full-open action.

IDLE SPEED AND MIXTURE ADJUSTMENT

(Vacuum spark advance should remain connected.)

1. Remove air cleaner.
2. Turn idle mixture screws lightly to their seats, and then back off one full turn for an initial adjustment. *Be careful to avoid turning in these screws too tightly; damage could result.*
3. Connect vacuum gauge, set parking brake and place transmission lever in neutral.
4. Start engine and allow it to reach normal operating temperature. Check to make sure the choke plates are fully open and that the carburetor is at the slow idle position.
5. Adjust the idle speed to recommended rpm (800 rpm for this 365-hp engine).
6. Adjust each idle mixture screw separately to get the highest steady vacuum and correct the idle speed screw setting as the speed changes.
7. Repeat steps 5 and 6 to obtain the highest steady vacuum with the recommended idle speed.
8. Shut off engine and install air cleaner.

CHOKE ADJUSTMENT

The choke adjustment can be made by loosening the three choke coil cover screws. Align the scribe mark on the cover with the first notch toward "lean." Then tighten choke coil cover screws.

FLOAT LEVEL ADJUSTMENT

1. Remove air cleaner and then remove sight plugs (Figure 9).
2. With the parking brake applied, and the transmission lever in neutral, start the engine and allow it to idle.

With the car on a level surface, the fuel level should be on a level with the threads at the bottom of the sight plug port (plus or minus $\frac{1}{32}$ ").

3. If it is necessary to adjust either or both bowls, loosen the inlet needle lock screw (Figure 1) and turn the adjusting nut clockwise to lower fuel level. A counter-clockwise turn will raise the fuel level. A $\frac{1}{8}$ turn of the adjusting nut equals approximately $\frac{1}{16}$ " fuel level change.

4. Allow approximately one minute for the fuel level to stabilize and recheck the level at the sight plug hole. To make doubly sure the secondary float level is stabilized, accelerate the primary throttles slightly and hand operate the secondary throttles.

5. Tighten lock screws, replace sight plugs and install air cleaner.



Figure 9—Float Level Sight

ACCELERATOR PUMP ADJUSTMENT (OVERRIDE SPRING)

1. With engine stopped, remove air cleaner.
2. Block throttle lever in the wide-open position and hold the pump lever fully depressed (Figure 10).

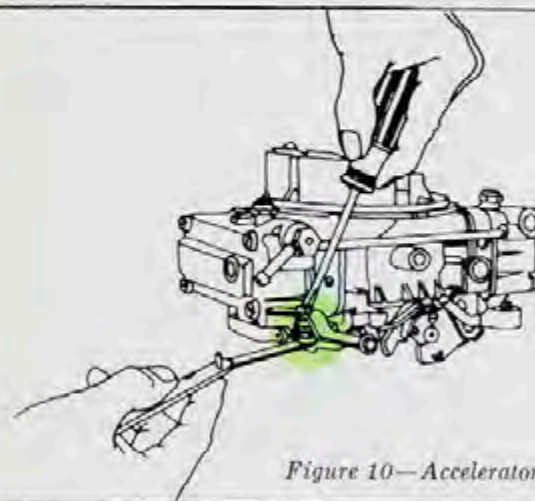


Figure 10—Accelerator Pump Adjustment

3. Measure the clearance between the spring adjusting nut and arm of the pump lever. Clearance should be .015".
4. Adjust, if necessary, by turning nut or screw as required until proper clearance is obtained.
5. After adjustment, rotate the throttle lever to full closed position and then partly open position. Any movement of the throttle lever should be noticed at operating lever spring end, indicating proper pump tip-in.
6. Install air cleaner.

UNLOADER ADJUSTMENT

1. With engine stopped, remove air cleaner.
2. Hold the throttle lever in the wide-open position.
3. Hold the choke plate toward the closed position so that the choke rod lever is barely touching against the unloader tang on the throttle shaft lever. The clearance between the forward edge of the choke plate and the throttle body should be .180 (the thickness of a $\frac{1}{16}$ " drill).
4. If clearance is not correct, a special tool for the purpose (Chevrolet number J-4552) can be used to achieve the proper bend in the choke rod.
5. If adjustment has been made, recheck the clearance.

FAST IDLE ADJUSTMENT

(This idle speed is controlled by predetermined steps on the fast idle cam as they contact the fast idle screw.)

1. With the engine at normal operating temperature, remove air cleaner.
2. Set parking brake, place transmission lever in neutral and start engine.
3. Open primary throttle slightly and lift fast idle cam up and let throttle close with fast idle screw on the high step of the cam.
4. Adjust the fast idle screw to obtain 22-2300 rpm.
5. Repeat step 3 to recheck setting.
6. Turn off engine and install air cleaner.

ALL CORVETTE CARBURETORS ARE KEYED TO SPECIFIC ENGINES AND PERFORMANCE

In addition to the 4-barrel carburetor used on the 365-hp engine, two other 4-barrel carburetors also are used on 1964 Corvette engines. These two are found on the 250- and 300-hp versions. Each one of the three 4-barrel carburetors is different from the other, not only in appearance but also from a capacity standpoint. There is, however, a similarity in the basic distribution relationship between the carburetor and intake manifold. An example of this distribution pattern is shown in Figure 11. This illustration shows the flow of fuel-air mixture from the carburetor to the cylinders at high engine speed or under load.

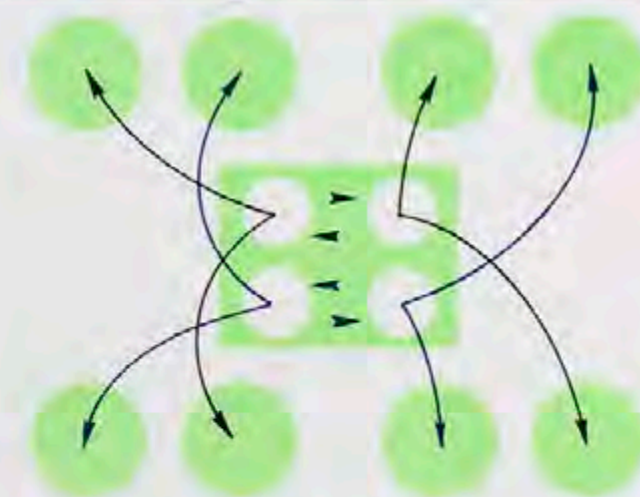


Figure 11—Single 4-Barrel Installation

SINGLE 4-BARREL

This flow pattern is basically similar on all V8 engines with a 4-barrel carburetor. In this setup, the carburetor functions as a two-stage unit. During part-throttle operation, only the two primary (front) barrels are in use; the two rear barrels are closed. This is to give maximum economy and to allow for sufficient air velocity through the barrels to atomize the fuel. The secondary throttle plates come into action by direct mechanical linkage on 250- and 300-hp engines, vacuum operation on the 365-hp engine. The fuel distribution at wide-open throttle is basically as shown in Figure 11.

DUAL 4-BARREL

Just for comparison purposes, Figure 12 shows a typical dual 4-barrel arrangement found on many high-performance V8 engines. In fact, it is similar to that used on higher output engines in earlier Corvettes. During idle or lower engine speed (part throttle) operation, only the two primary barrels of the rear carburetor are in use. These primary barrels are not as close to the center of the engine as in the single 4-barrel installation. This means that the distance between the primary barrels and cylinders varies more which makes achieving a smooth idle more critical.

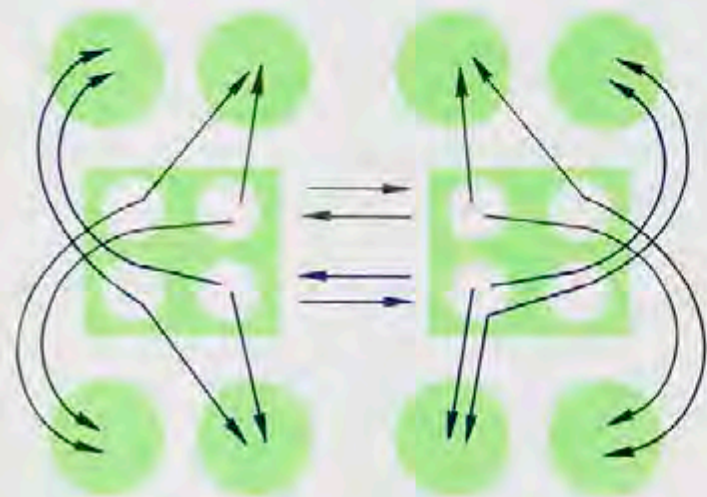


Figure 12—Dual 4-Barrel Installation

The secondary throttle plates of the rear carburetor and primaries and secondaries of the front carburetor come into play as the accelerator pedal is depressed. Sequence and amount of opening for each set of barrels often varies between cars makes. As in the case of the pre-1962 Corvettes with this installation, the sequence and amount of opening could be controlled primarily by linkage adjustment. Fuel-air distribution during high engine speed or under load is similar to that with the single 4-barrel carburetor, except that the cylinders are being fed by twice as many barrels.

A typical dual 4-barrel arrangement does offer greater capacity at higher engine speeds or under load than does a single-unit setup, but synchronization and adjustment of two units take more time and effort. Also, keeping them in adjustment is more critical. These facts point up the main advantage of the large 4-barrel carburetor on the 365-hp Corvette V8. It has adequate capacity for the higher output potential of the engine, while retaining single-unit simplicity. Also, the increase in performance over last year's engine has been achieved without sacrificing low-end performance.

In any discussion of Corvette carburetion, the subject of fuel injection is bound to come up. In operation, the two systems differ primarily in their method of supplying fuel and air. In order to describe the basic difference without getting into a lengthy, highly technical discussion, the simplest explanation involves showing how a carburetor works—in its most elementary form (Figure 13). Each barrel of a carburetor has a built-in restriction called a venturi. The purpose of the venturi is to increase the velocity of a given quantity of air flowing through the barrel. As the throttle is opened, a greater volume of air is drawn into the engine and this greater volume is squeezed down as it passes through the venturi—increasing the velocity proportionately. The higher the velocity of this air, the greater the siphoning effect, hence greater fuel flow, allowing the engine to accelerate. The fact that this effect takes place *within* the carburetor spells out the main difference between induction systems. In other words, the combustible mixture of fuel and air is formed before it reaches the inlet of the intake manifold with a regular carburetor. For comparison, Figure 14 shows how fuel and air are combined in the Corvette fuel injection system.

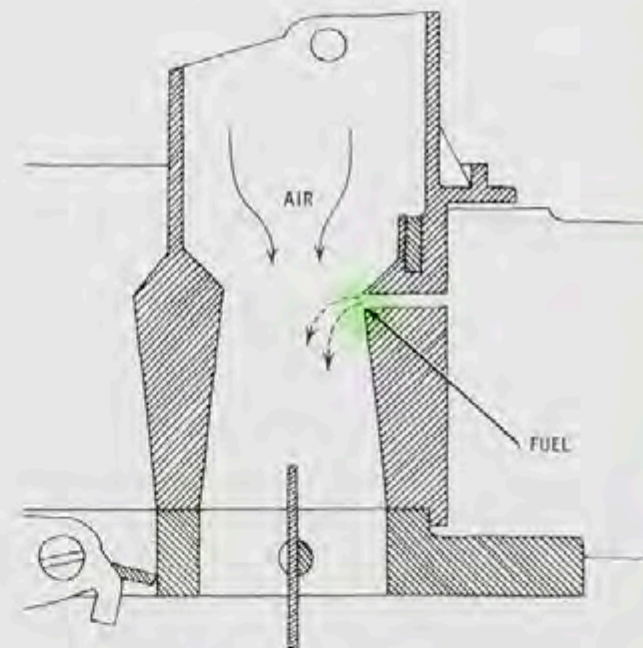


Figure 13—Typical Carburetor Venturi

RAMJET FUEL INJECTION

In the fuel injection system, only air enters the intake manifold. Fuel is piped to each intake manifold runner by means of a high-pressure pump. The fuel injection nozzles themselves are mounted just ahead of the intake port of the cylinder head. These nozzles deliver fuel in a precisely controlled spray pattern. Fuel then mixes with the air traveling down the intake passages to give nearly perfect distribution of fuel-air mixture to each cylinder, regardless of its location relative to the initial air intake.

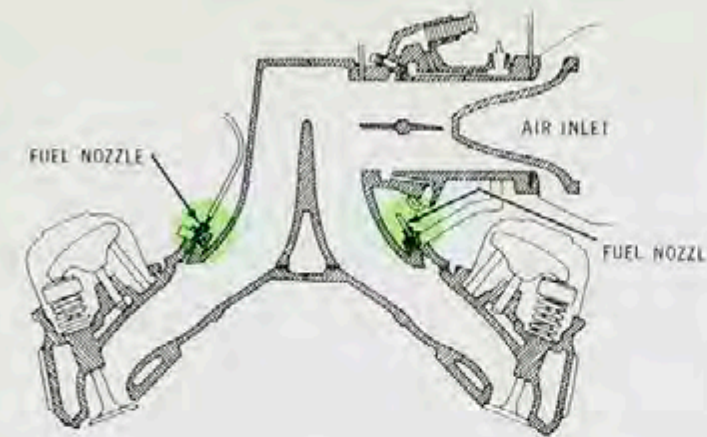


Figure 14—Ramjet Fuel Injection

BOLT-ONS TOPSIDE CAN'T ALTER THE ENGINE'S INNER CAPABILITIES

To illustrate this point, consider a hallway with a doorway of equal size at each end. The number of people who can pass through the hallway in a given time is governed by the size of the doorways. Increasing the size of only one of the doorways will not allow more people to pass through the hallway in the same given length of time. The same principle applies in engine design. This is especially true in the case of Corvette engines which are carefully engineered to deliver a specific type of performance for a specific type of driving. While the carburetor on a Corvette engine plays an important role in the total capacity of the engine, it is only one element contributing to that capacity. For example, installation of a carburetor from a 365-hp version will not give a 115-hp boost to the basic 250-hp Corvette V8. In fact, this installation might result in a deterioration of performance in one or more driving ranges, and is something to be avoided. It takes a number of elements in the total design of the engine to increase the capacity. And one of these elements by itself will not provide the total result.

To point up how each Corvette engine is specifically designed to meet its power requirements, the following specifications are shown. The listing shows only those components directly related to an increase in performance.

250-HP CORVETTE V8

Carburetor (Model WCFB)	
Venturi Diameters	
Primary	1.06"
Secondary	1.25"
Throttle Bore Diameters	1 1/16" (Primary and Secondary)
Intake Manifold Material	Cast Iron Alloy
Valve Diameters	
Inlet	1.720" (Carbon Steel)
Exhaust	1.500" (Chrome-Nickel Steel Tip)
Valve Lift	
Inlet	.3987"
Exhaust	.3987"
Valve Lifter Type	Hydraulic
Combustion Chamber	
Volume	4.43 cubic inches
Compression Ratio	10.5:1
Pistons	Cast Aluminum Alloy
Exhaust Manifold Outlet Diameter	2.00"

300-HP CORVETTE V8

Carburetor (Carter AFB)	
Venturi Diameters	
Primary	1.25"
Secondary	1.56"
Throttle Bore Diameters	
Primary	1 1/16"
Secondary	1 1/16"
Intake Manifold Material	Cast Iron Alloy
Valve Diameters	
Inlet	1.940" (Steel Alloy)
Exhaust	1.500" (Chrome-Nickel Steel Tip)
Valve Lift	
Inlet	.3987"
Exhaust	.3987"
Valve Lifter Type	Hydraulic
Combustion Chamber	
Volume	4.49 cubic inches
Compression Ratio	10.5:1
Pistons	Cast Aluminum Alloy
Exhaust Manifold Outlet Diameter	
With Powerglide	2.00"
With 3- or 4-Speed Transmission	2.50"

365-HP CORVETTE V8

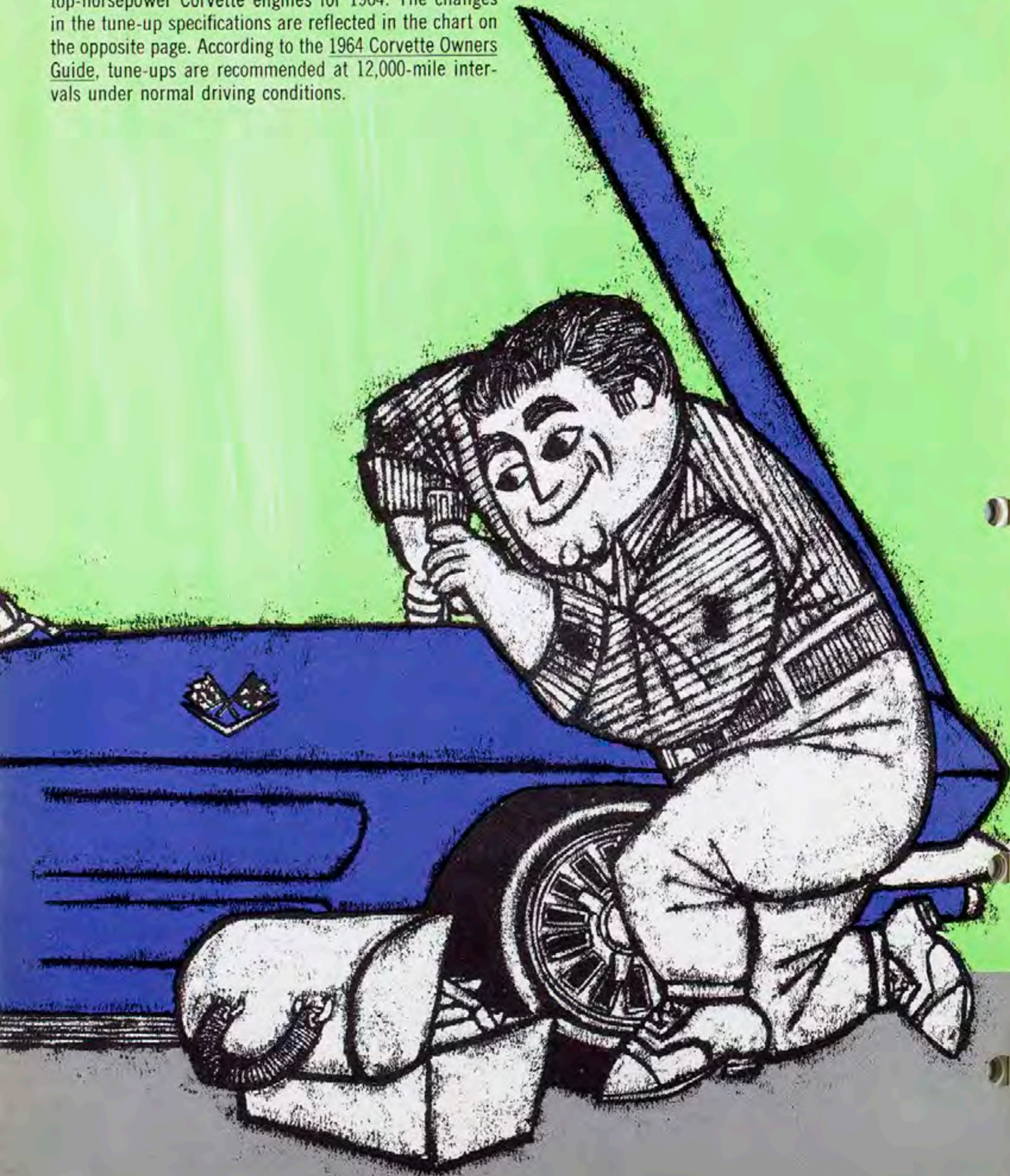
Carburetor (Holley model 4150)	
Venturi Diameters	
Primary	1.25"
Secondary	1.3125"
Throttle Bore Diameters	1 1/16" (Primary and Secondary)
Intake Manifold Material	Aluminum
Valve Diameters	
Inlet	2.020" (Steel Alloy)
Exhaust	1.600" (Silichrome #1 Tip)
Valve Lift	
Inlet	.4850"
Exhaust	.4850"
Valve Lifter Type	Mechanical
Combustion Chamber	
Volume	3.98 cubic inches
Compression Ratio	11:1
Pistons	Impact Extruded Aluminum
Exhaust Manifold Outlet Diameter	2.50"

375-HP RAMJET FUEL INJECTION V8

Rochester Fuel Injection	
Inlet Manifold Material	Aluminum
Valve Diameters	
Inlet	2.020" (Steel Alloy)
Exhaust	1.600" (Silichrome #1 Tip)
Valve Lift	
Inlet	.4850"
Exhaust	.4850"
Valve Lifter Type	Mechanical
Combustion Chamber	
Volume	3.98 cubic inches
Compression Ratio	11:1
Pistons	Impact Extruded Aluminum
Exhaust Manifold Outlet Diameter	2.50"

1964 TUNE-UP SPECIFICATIONS

Significant changes have been incorporated in the two top-horsepower Corvette engines for 1964. The changes in the tune-up specifications are reflected in the chart on the opposite page. According to the 1964 Corvette Owners Guide, tune-ups are recommended at 12,000-mile intervals under normal driving conditions.



1964 CORVETTE ENGINE TUNE-UP SPECIFICATIONS

	250-HP		300-HP	
	<i>Standard engine, 4-barrel carburetion, regular camshaft</i>		<i>Optional engine, AFB 4-barrel carburetion, regular camshaft</i>	
RECOMMENDED IDLE	450-500 RPM*		450-500 RPM*	
DISTRIBUTOR PART NUMBER	1111024		1111024	
BREAKER POINTS	SINGLE		SINGLE	
ADVANCE SYSTEM	VACUUM & CENTRIFUGAL		VACUUM & CENTRIFUGAL	
BREAKER ARM SPRING TENSION	19-23 OZ.		19-23 OZ.	
POINT GAP	NEW—.019" USED—.016"		NEW—.019" USED—.016"	
CAM ANGLE	28°-32°		28°-32°	
SPARK ADVANCE—INITIAL SETTING @ RECOMMENDED IDLE (Vacuum line disconnected—hole plugged)	4° BTDC (PROD.)		8° BTDC (PROD.)	
CENTRIFUGAL ADVANCE—START	0° @ 700 RPM		0° @ 700 RPM	
INTERMEDIATE	11° @ 1600 RPM		11° @ 1600 RPM	
MAXIMUM	24° @ 4600 RPM		24° @ 4600 RPM	
VACUUM ADVANCE—START	0° @ 8" HG.		0° @ 8" HG.	
MAXIMUM	15° @ 15.5" HG.		15° @ 15.5" HG.	
VALVE LIFTERS	HYDRAULIC		HYDRAULIC	
VALVE ADJUSTMENT	BACK OFF ADJUSTING SCREW UNTIL TAPPET BEGINS TO CLICK LIGHTLY—THEN TURN SCREW DOWN ONE FULL TURN—ENGINE HOT AND RUNNING		SAME AS FOR 250-HP ENGINE	
	365-HP		375-HP	
	<i>Optional engine, special 4-barrel carburetion, special camshaft</i>		<i>Optional engine, Ramjet Fuel Injection, special camshaft</i>	
RECOMMENDED IDLE	(early prod.)	(late prod.)	(early prod.)	(late prod.)
DISTRIBUTOR PART NUMBER	1111062	800 RPM	1111063	850 RPM
BREAKER POINTS		1111069		1111070
ADVANCE SYSTEM	SINGLE		SINGLE	
BREAKER ARM SPRING TENSION	VACUUM & CENTRIFUGAL		VACUUM & CENTRIFUGAL	
POINT GAP	19-23 OZ. NEW—.019" USED—.016"		19-23 OZ. NEW—.019" USED—.016"	
CAM ANGLE	28°-32°		28°-32°	
SPARK ADVANCE—INITIAL SETTING @ RECOMMENDED IDLE (Vacuum line disconnected—hole plugged)	12° BTDC		12° BTDC	
CENTRIFUGAL ADVANCE—START	0° @ 700 RPM	0° @ 800 RPM	0° @ 700 RPM	0° @ 800 RPM
INTERMEDIATE	11° @ 1600 RPM	6° @ 1200 RPM	11° @ 1600 RPM	6° @ 1200 RPM
MAXIMUM	24° @ 4600 RPM	24° @ 2350 RPM	24° @ 4600 RPM	24° @ 2350 RPM
VACUUM ADVANCE—START		0° @ 4" HG.		0° @ 4" HG.
MAXIMUM		16° @ 7" HG.		16° @ 7" HG.
VALVE LIFTERS	MECHANICAL		MECHANICAL	
VALVE ADJUSTMENT—INTAKE	.030"—hot		.030"—hot	
EXHAUST	.030"—hot		.030"—hot	

*As low as possible for smooth idle—all transmissions.



ROAD AMERICA

500

TWO WEEKENDS during the year Elkhart Lake's easy-going municipality swells by some 38,000 visitors—give or take a few thousand. And so it was the weekend of September 7-8, 1963, as top drivers and cars gathered for 500 grueling miles. This year had special significance since the United States Road Racing Championship sanctioned the event, and there was \$8,000 in prize money as an added incentive.

The 1963 500-miler was marked by tough luck, brilliant driving and the emergence of an Elva-Porsche as the overall winner, and might be the beginning of what could be called the New Wave in sporting machinery. The Bill Wuesthoff Elva-Porsche entry combined the fleet adroitness and seemingly fantastic roadholding of the Elva chassis with a blistering Porsche 1688-cc engine. A reliable report circulates that many of the fierce Elva-Porsche combinations will be produced during the winter.

Situated in the middle of Wisconsin's beautiful Kettle Moraine country, the scenic splendors that greet the eye are alone worth many repeat trips in all seasons. Add the excitement of a Road America meet and the combination is well-nigh irresistible. The entire area is steeped in tradition and romance even to the name of Elkhart Lake itself.

For the many new *Corvette News* readers, the legend is worth recounting. Potawatomi Indians, the earliest known residents of the area, called Elkhart Lake the "Lake of Thunder." One of their chieftains was Ughmetay, whose affections were pursued by two winsome Indian maidens, Muscadel and Nishkatee. For a while, Nishkatee was sole possessor of the chief's attention, much to Muscadel's chagrin. In ways unknown to modern-day men, Muscadel prepared a delightful delicacy from a slain elk's heart, purported to have supernatural persuasion power. Preparing a great feast, Muscadel fed the object of her attentions this epicurean delight and from that point on, Ughmetay had eyes for no one other than Muscadel. Nishkatee, not one to let moss collect on the underside of her feet, vowed swift and terrible revenge. One night whilst the two lovers were paddling about in their B Production canoe on the Lake of Thunder, Nish baby set out with some A Production swimming and easily caught the canoe and inhabitants on the lake straight. With some allowable malice in her heart, Nishkatee tipped the canoe over. However, these watery activities led to naught as all three drowned. From then on, the Lake of Thunder was known as Elkhart Lake, and it is whispered that, on the dark of the night of August 18, their spirits arise and ghost about the area commemorating the anniversary of their aquatics.

Legends, however, are for romanticists, and today's breed of visitor is more concerned with engine displacements, gear ratios and tire slip angles, ideas that probably never occurred to the Potawatomi folk.

Sunday's entries were divided into three classes: under- and over-two litres (122 cubic inches), plus Grand Touring. The predominance of machinery was in the over-and-under two-litre classes with but a mere handful of GT entries. In the GT group were J. W. Baxter, in a Ferrari 250, from Ohio; three Jaguar XK-E models in the Briggs Cunningham's *équipe*; Roger Penske in a Ferrari GTO; a lone Corvette Sting Ray driven by Dick Lang and Walter Joslin; and a nest of Cobras driven by such luminaries as Dave McDonald, Bob Bondurant, Lou Spencer, Daniel Gerber and Tom Payne.

In the over-and-under classes, much excitement lurked inside, under and within the

skillfully contrived fleet body shapes. In the over-two-litre category were the Chaparral of Harry Heuer and a venerable Scarab driven by Don Yenke and Don Devine. Also included were a brace of Lister Jags, splutty-sounding Porsche specials and an intriguing Excalibur Studebaker entered by Brooks Stevens Associates, noted industrial designers.

The under-two-litre class was dominated by Lotuses (referred to by the cognoscenti as "Loti"), Elvas, milder Porsches, and other specials. In all, 62 cars made up the starting field and stretched, as the old cowboy ballad recounts, "from tha-a-ar to tha-a-ar."

It was a rolling start with everyone hurrying down the start-finish straight. Everyone, that is, except Harry Heuer in the No. 1 Chaparral who lost his gearshift lever on the parade lap and pitted for some hasty repair work. Several laps later, off thundered Heuer to join the fracas. By 12:25, with the race less than two hours old, Heuer was all done with his Chaparral, having experienced total disintegration of the transmission's innards.

During the race, the lead was dominated by just three cars—the Elva-Porsche, Ken Miles' and Bob Holbert's Cobra and the Scarab. Wuesthoff in the Elva-Porsche led for three laps before Ken Miles wrested the first slot away and led for the next 41 laps. Then Yenke, out for his first drive in the Scarab, ran leader for 17 laps. Wuesthoff took over first again and duelled with the Miles and Holbert Cobra. Two excessively long pit stops put the Cobra too far back to catch Wuesthoff who was not to be headed.

At the finish, the Wuesthoff-Pabst Elva-Porsche entry made the record books by coming home first and garnering a \$1,500 USRRC prize. Second overall, first in over-two-

litre class, was the Miles-Holbert Cobra, winning the USRRC Championship and \$1,000. The race ran 5 hours, 56 minutes and 4.9 seconds. Exactly. An RS-60 finished third, good for \$750 in prize money. First in GT class, fourth overall, was Dave McDonald's Cobra.

Saturday's events were also won by some familiar names—Augie Pabst, in the Formula Junior race, piloting a Brabham F. Jr. to an impressive win. Second was Homer J. Rader, Dallas, Texas, in a Lotus Jr. Third was Suzy Dietrich in a Lotus 20.

The F, G and H Production and H Modified race was won by Ed Walsh, Jr., from St. Louis, Missouri, in a Lotus-Saab. First in F Production was Dewey Brohaugh from St. Paul, Minnesota, in a TR-3. G Production winner was Gerald Ellick in a Sprite, while H Production honors were captured by Fred Turek in another Sprite.

Saturday's Badger 200, for A through E Production sports cars, was dominated by the Cobras which took first and second overall and in class. Third overall was Ralph Salyer's and Bud Clusseruth's Corvette Sting Ray, while fourth spot went to another Cobra.

Class B was won by John Morton in a Lotus Super Seven, with two Corvettes, David Ott's No. 8 and Lew Draper's No. 19, second and third. Jim Spencer of Racine, Wisconsin set a new lap record for D Production cars at 78.261 mph or 3 minutes, .04 seconds.

That was the "500" for another year. With the fall season at its most gorgeous peak, spectators had the best scenery Wisconsin could offer for their homeward treks. Muscadell and Ughmetay? Rumor had it they were trying to install a fuel-injected Corvette engine in their canoe in hopes of outdistancing Nishkatee in the lake drags.

Top Left: The Wuesthoff Elva-Porsche entry shows exceedingly good form. Bottom Left: "Hmmm, I wonder what's the matter here." Unidentified Corvette hustles by oblivious to the thought expended on the derelict. Right: The Yenke-Devine Scarab motors by disabled Ferrari-Ford.



Left: Dick Doane's Corvette Grand Sport makes it down the long straight. Top Right: Study in brake torque reaction—the Cassel-Sessler #73 Porsche RS-60 and the Hall #69 Elva Mk. 6 apply binders prior to turn 5. Bottom Right: An unidentified coupe whooshes by the pitted Corvette Grand Sport.



