

# CORVETTE NEWS

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FOR CORVETTE ENTHUSIASTS





# CORVETTE NEWS



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## COVER

*Imagination and color are evident in the Corvette Club badges shown on this issue's cover. Photograph by Don Sudnik.*



# SIGNETS & STORIES

In ancient times, a signet was a special seal used to lend authority and credence to documents and other legal transactions. Usually, each design had great meaning for the holder; it might trace ancestry or perhaps be significant of some historical event. The tradition of signets is still very strong—and perhaps nowhere is it more colorfully illustrated than on the front cover of this issue. **Corvette News** asked Corvette Clubs to send us the histories of their signets. Here are their stories.

Embracing two states in its name as well as its membership, the Kentuckiana Corvette Club, formed in 1961, has enjoyed steady growth since. Located in Louisville, Kentucky, the club name identifies members in Kentucky and Indiana. The club badge was created by D. C. Proffitt, charter member, first activities chairman and 1963's president. In Proffitt's words, "In keeping with American racing colors, the design is red, white and blue. The Corvette racing flags and helmets are on a background of white with blue racing stripes. We believe these symbols represented a Corvette Club." The Kentuckians have introduced hill climbs, time trials and economy runs to the Louisville area.



Michigan's oldest Corvette Club, located in Detroit, Michigan, has a varied and interesting history. The club was formed in February, 1958, and in March, it was incorporated. The badge design, unique in its shape, displays flying flags indicating action and victory while the diamond shape enclosing the club name makes the emblem highly recognizable from a distance. CCM is sponsored by Dawson-Taylor Chevrolet, a Detroit dealer. CCM hosted the original National Council of Corvette Clubs planning convention, and were instrumental in the Council's formation. Club members participate in local and regional road races, including Canadian capers.



The Cedar Rapids Corvette Club in Iowa has made important contributions to motor sports in the Iowa area. Many of Cedar Rapids members work for a well-known radio company. These members helped install one of the finest communications systems in the country at Greenwood Road Course in Iowa. Their badge was designed around a central theme that would adapt well to jacket patches, club stationery, etc. The large "C" emphasizes both Corvette and Cedar Rapids; the crossed flags, of course, symbolize Corvette prowess and the overall emblem was designed to resemble the original Corvette badge.

One of the newest clubs to appear in **Corvette News**, *corvettes d'elegance* was formed in September, 1963, in Milwaukee, Wisconsin. Their badge, in the shape of a shield, includes a wheel and outline silhouette of Wisconsin (lower right portion of the badge), indicating unity between the cars and the state. A star-like projection on the state silhouette's extreme lower right, according to club president Russ Townsend, represents the location of Milwaukee—and the club. The club name, spelled in lower case letters, signifies "elegant Corvettes" which, according to Vi Miller, publications chairman, "seems self-explanatory."



With four-foot-high first-place trophies, "consolation" prizes of car air conditioners and an infusion of Texas enthusiasm, the Corvette Club of Texas, Inc., has all the hallmarks of a successful organization. They formed in July, 1958, completed their club emblem design and were sponsored by Friendly Chevrolet in Dallas the same year. Their badge, true to Texas tradition, shows the state with a star locating Dallas. The crossed flags symbolize Corvette; the vee emblem, Chevrolet's V8 engine. Some of CCT's personalities include Delmo Johnson, Bill Fritts and Ken Bradley, current president and AHRA World Championship Drag record holder.



The Corvette Marque Club of Seattle incorporates many elements into their car emblem. Richard Stanley, club president, reports that the Sting Ray denotes the year of formation (1963), the crossed flags further identify the club with Corvettes of every vintage and the checkered flag identifies the Corvette marque as first in class. Member pursuits are diverse, running the gamut of Boeing engineer (Ken Deckman) to jet pilot (Bill Fowler) to Cheetah driver (Bill Gorsline). Seattle's sponsor, Alan Greene Chevrolet, gives an annual award to the club's outstanding member.



The Corvette Club of Dallas described their club's badge meaning in formal heraldic nomenclature, which reads: "A circle argent on a stylized shield per fess in chief azure the letters 'CORVETTE CLUB DALLAS' of the first and in base of the first pale of gules on the tire and hub of a Corvette proper and above the shield three mullets of the third." Understand that on the first reading and you may win an entire crankcase full of used Corvette oil. The badge stands for responsible individual club and member citizenship, along with furthering the Corvette image. Most of the activities have been in social work for children, including "adopting" the Fowler Home for Children in Dallas.



Battle Creek, Michigan, is probably as well known for its crunchie breakfast output as for any other reason. To Corvette Club of Battle Creek members, competition holds keen fascination. From a modest beginning in 1960, CCBC has grown steadily with major emphasis on competition. At a 1961 inaugural of International Raceway, CCBC members took first in the feature event. The club affiliated with the National Council in 1962, enthusiastically supporting its activities. The emblem incorporates the Corvette vee and crossed flags on a circular field that suggests a racing stripe motif.



With perhaps one of the most interesting uses of the name Corvette incorporated into a badge design, the South Shore Corvette Owners Association on Long Island, New York, has packed a lot of excitement into the club's short history. They began in the late fall of 1963, according to Catherine Lott, SSCOA secretary, and currently number 34 devotees. The badge was designed, in Catherine's words, "rather surreptitiously by a major aircraft company employee." Miss Lott concludes her history by stating that their club is constituted primarily as a social group, and they closely adhere to their constitution.

Currently Canada's only Corvette Club listed in *Corvette News*, the Corvette Club of Ontario began in March, 1963, currently has over 30 members. John A. Morrison, club secretary, describes the club's initial event, an outing. "Undaunted by the afternoon's nippy bite, the convertible owners bravely de-topped." And on the club's first rally, John recounts, "Luckily, the day dawned clear, for several of the participants in the club's first rally were in enough of a fog as it was. Bungles and boggles were common, but everyone involved had fun." They joined the NCCC early in 1964. Their emblem combines traditional Corvette script, crossed flags (from the 327 engine emblem) and the uniquely Canadian Maple Leaf.

From an initial meeting at Lake Quivira, Kansas, in 1960, the Corvette Club of Kansas City began in earnest. Twenty-three Corvette owners went to the first outing; many attended the club's first event the next month. The badge, according to Sam R. Snoddy, Jr., reveals blue stripes on a white background, selected for their traditional American racing colors connotation; the crossed flags were adapted from the Corvette emblem. While Mr. Snoddy indicates that none of the badge designing committee had, in his words, artistic talent, *Corvette News* feels the badge certainly has interest both from its shape and elements. Kansas City's sponsor is Bill Allen Chevrolet in North Kansas City, Missouri.



The distinctive Long Island Corvette Owners Association emblem was patterned after the spinner on pre-Sting Ray Corvettes, according to Lester Crystal, secretary of the club. Also included in the emblem are the crossed flags and Corvette Vee insignia. Beginning in 1959 with eight Corvette owners, LICOA currently limits their total membership to 50 people—all Corvette owners. The club has made tours to and participated in activities at Bridgehampton Raceway, Thompson Raceway and both Islip and Westhampton oval tracks. The membership also schedules ten competition events a year.



Perhaps the Corvette Club of Western Pennsylvania is best known to those habitués of Eastern road circuits. Many will remember these emblems near the Yenko-Thompson pits on the backs of pit crews. Among the other members of this intrepid band is Donna Mae Mims, who won HP Class last year in a Sprite. The club's emblem, according to publicity director Ross Harris, utilizes the Corvette steering wheel, the name of the group and the keystone symbol for the state of Pennsylvania. The club began in 1958 and currently headquarters in Pittsburgh, Pa.



1960 was a big year for forming Corvette Clubs, and the Buckeye group was among the many organizations to take up the colors. In four years Buckeye has grown to 60 members. The badge has a great deal of meaning to Buckeye members. According to Alan D. Haas, current president, the highlights include, "The Corvette insignia of crossed flags and vee are imposed over the outline of the state of Ohio. The entire composite is encased in concentric circles denoting the ring of friendship. The American colors of red, white and blue are used with American racing colors of white with blue in predominance. We believe the emblem to be unique in its clarity of meaning."

Anyone who has ever met one of the genial members of the Corvette Club of Baltimore will know why their club is successful. Their hospitality was amply demonstrated when they hosted the 1963 NCCC Convention. CCB organized after informal meetings in 1957 and elected a formal slate of officers for 1958. The badge incorporates the cross Botonee idea from the Maryland state coat of arms (derived from the Calvert family, first Lords of Baltimore). The balance of the insignia includes more familiar Corvette identification plus the club name. Among the club's well-known members are Dick Murphy (Mr. Corvette, locally), Bill Kroneberger and Tom Henry.



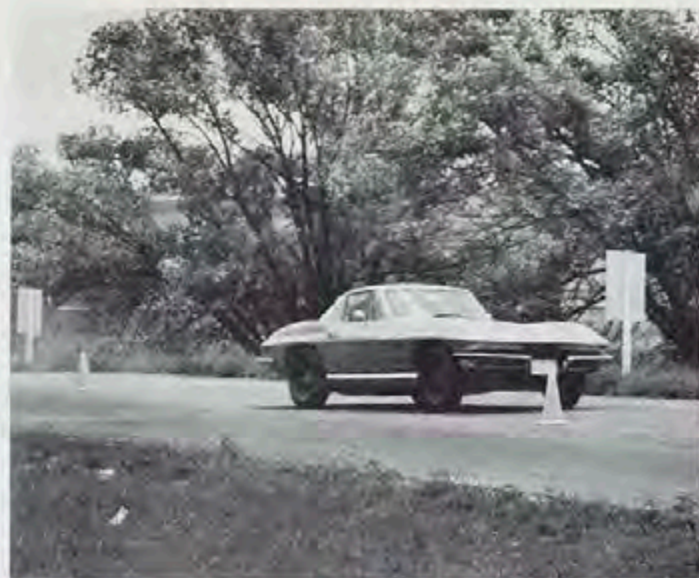
The energetic Kalamazoo group was featured just an issue ago in *Corvette News* when they led a Corvette contingent to Indy. Typical of their enthusiasm, the club took a beautifully restored 1953 Corvette to Elkhart Lake last fall and won a concours with it. They dubbed the '53, appropriately enough, their "secret weapon." Organized in 1960, like many clubs, the Kalamazoo Corvette Club currently counts 52 active in the ranks. They hold a variety of unusual events such as a trip through northern Michigan in the fall, steak fries, bowling competition with other Corvette Clubs in addition to exciting driving events.

Camino Corvettes dedicates part of its yearly activities to worthy public projects. For instance, the club co-hosted an autocross with *Sports Car Views* magazine in March, 1964, for the benefit of the Alameda County Cerebral Palsy Hospital. The event drew 276 entrants and proceeds were turned over to the hospital unit. The Camino group formed in the summer of 1961 under the guidance of Brooks Hatch, currently one of the Serendipity Singers. Camino Corvettes sponsors the Golden State Grand Prix, a stupendous autocross that lasts three days. The badge? Fairly straightforward in its meaning according to club officials.



The Iowa group reports that it braved a tornado to design its car badge. On a picnic to Lake Ahquabi State Park in June, 1962, a violent thunderstorm and tornado raked the area. However, the Corvette owners pressed on undaunted by weather and chose the emblem. The colors, black, red and white and the wheel were agreed upon as fitting Corvettes from '54 to '64, reports Don Hoskins, a past president. Further the insignia CCI denotes a state-wide welcome. A three-foot replica of the badge goes to all events. Every CCI member marched with a local Des Moines radio personality—35 miles on an 8-below-zero day in January, 1963—for the March of Dimes!





*Event  
Par Excellence  
by  
corvettes d'elegance  
at Lynndale Farms*



Combine a driver-planned track with an enthusiast-oriented new Corvette Club, and the results are bound to be first rate. And that's what they were at the new track—Lynndale Farms outside Milwaukee, Wisconsin—when the new club—corvettes d'elegance (lower case letters intentional)—put on their first MECANICIEN EPREUVE. Most French language buffs will note that this little jawbreaker doesn't translate literally; but to the club people it means "driver's test." Every one of the 62 entrants felt that he had enjoyed just that kind of an experience.

Lynndale Farms, a 2.6-mile course, takes advantage of naturally rolling Wisconsin scenery, includes more than a dozen turns and culminates in a good half-mile straight past a main spectator area. Carved out of a valley between two hills, Lynndale's plant offers not only outstanding driver interest, it affords a view of practically the entire course from a number of spectator vantage points.

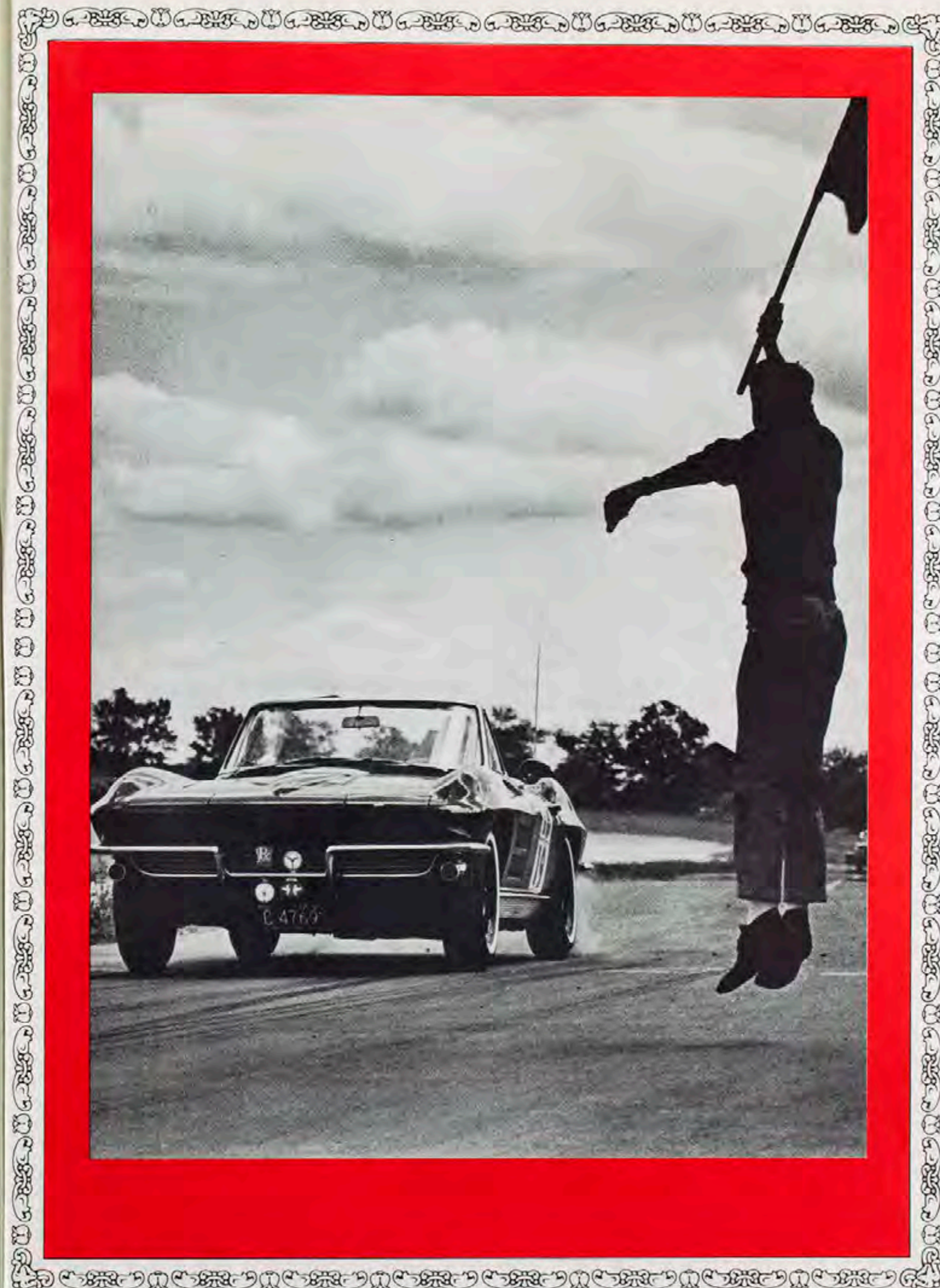
The course is a family corporation affair with Jerry Hirsch president and general buff. Jerry went up to a Road America event one year in his 1954 Corvette—just to watch. As happens to so many "watchers," Jerry soon found himself behind the wheel of a '57 C Modified Corvette. One thing led to another, and after attending SCCA Driver's School, Jerry earned his SCCA competition license. A Morgan Plus-Four followed the Corvette, and the idea of his own road course germinated somewhere along the way. As Jerry put it, "There was a need for a good plant here in the Milwaukee area, so we began to look around for a suitable place." By August, 1962, a "suitable place" had been found—an old farm on the outskirts of Pewaukee, 30 miles northwest of Milwaukee. Now that the site had been found—convenient to Milwaukee and other Midwestern cities by expressway—Jerry and his corporation got their plans into high gear. Poring over 20 racing circuits, Jerry and his planners adapted features they liked from various courses to their unique topography. When they were through with this handiwork, the course was drawn up in detail, then photographically blown up to larger proportions. Hirsch then invited about 50 of the area's top drivers including Augie Pabst, Bill Wuesthoff and George Robertson to come view the course plans. Each driver was given a transparent overlay of the circuit, and in what must have been the largest editing job in road racing history, the drivers suggested their improvements. These



*Above.* A Corvette negotiates the pylons strategically placed to keep course speeds reasonable.

*Left.* Lynndale Farms course showing turns and straights on 2.6-mile layout. What doesn't show: hills and dales.

*Right.* Fred Kroll, d'elegance starter for the day, is pure poetry in motion as he flags Corvette driver Jim Stanley on his way.



suggestions were incorporated into the course layout.

In May, 1963, the Hirsch Corporation completed their final property acquisitions for the farm, and about 90 days later the pavement was down and Lynndale Farms—road racing style—was ready to go. The name is a combine: Lynn, the daughter, hill and dale country—all naturals. A revamping of the original property was in order to brighten up the surroundings. The large concrete and steel barn was painted bright orange and the inscription "Lynndale Farms, road racing course" was boldly lettered on the south side of this edifice in full view of all who approach from that direction. The farmhouse proper has been slightly remodeled into a business office. The structure is more than a hundred years old, and many of the panes of glass are original—complete with ripples and distortions.

Additions to the farm scenery included a children's corner, babysitting service and several refreshment stands. Elsewhere around the circuit, old buses have been put to good use—the green/white ones as comfort stations, the red/white models as refreshment stands. For effect, the Hirsches wear red checked shirts and denim trousers (blouses and skirts for the distaffers, naturally) on all race weekends. So do the hired help. The effect is quite nice, overall, and in keeping with the "farms" image.

The Corvette Club, *corvettes d'elegance*, has been in existence only since September, 1963, and has enjoyed unique growth. Starting with 30 charter membership openings, the club quickly filled all 30 and now numbers some 58 members. Their sponsor, Humphrey Chevrolet, sees to it that they are well provided for in their meeting place and on their events. In addition to their own activities, the club participates in a regional Milwaukee sports car club council. Russell Townsend, current *d'elegance* president, Walter Hardtke and Fred Kroll, the club's race chairman, thought up the "epreuve."

Invitations and entry blanks were sent to many local Milwaukee sports car clubs as well as many regionally located Corvette Clubs. When the day of the event came, threatening weather and rain in many parts of Wisconsin and Illinois perhaps kept the total attendance down; however, 62 entrants made the run around Lynndale Farms. The course layout is impossible to describe due to the hilly configuration. A glance at the track layout on page 8 will give enthusiasts a pretty good idea as to its difficulty. At the end of the main straight, the course makes an abrupt right turn and plunges headlong down a steep hill. At other places, there are milder versions of hills, giving the driver a constant challenge.

The main concern of all, then, was to prevent novice drivers from going too fast. All day Saturday, the *d'elegance* course setup crew arranged and re-arranged pylons to give drivers the best ride while at the same time slowing them down enough to keep

them out of trouble. The course, as finally run, was tested by various machinery: Corvettes, of course, a Pontiac GTO—and an eager 50-cc Honda motorcycle.

Entrants showed up eager and dressed against a cool, strong wind blowing down out of Wisconsin's chill northwest. The wind was strong and chilly enough to make standing inside the covered timing stand almost a necessity for warmth—even on the 12th of July. By 11:00 a.m., race chairman Kroll called the drivers' meeting and explained the penalty system and the cars' scoring system. Penalties would be given for disturbed pylons; in addition, each car would be handicapped a given number of seconds according to its performance factor. Corvettes would run together, and other sports cars would compete in their own class. There was also a class for sedans.

The event ran off rather smoothly with a minimum of delay. The entrants seemed to be thoroughly enjoying themselves, and spoke in glowing terms of the course itself. The effectively placed pylons did their job mutely and well. More than one driver was surprised to see them come up so fast, and by slowing down kept out of any possibility of danger to themselves. Each open car driver was required to wear a helmet; all cars had to have seat belts. Timing began with a dragging start and ended with a straddle stop over the finish line. Sliding beyond or stopping ahead of the finish line was worth some penalty points.

When the last cars had completed their runs, two quarter barrels of genuine Milwaukee draft beer were broken out and eagerly quaffed by all—except the scorers who were to complete their tasks before refreshing. The results were as follows: Dennis Ruenzel and Tom Beck, both in Corvettes, tied for top honors with fastest times of the day. Bob Schraufnagel came in third, while Jerome Kaszynski and James Chevrier tied for fourth. In sixth spot, behind Chevrier, was Ross Barnekow driving a Powerglide Corvette. Sandra Stanley finished right behind her husband Jim and received an honorable mention.

In the other classes, Mike Mierzwa took top honors in his Porsche, closely rivalling the winning Corvette times. Second, in an XK-E, was Joe Doering, Jr., while Earl Amidon took third slot in his Cobra.

In the Sedan Class, Walt Hardtke took top honors in his GTO "lumberwagon," besting the efforts of Dick Miller driving a Mustang and Ted Clausing in a 1962 Pontiac Grand Prix.

For its initial venture into a club-promoted event of this magnitude, *corvettes d'elegance* members can take pride in their accomplishment. For a new club at a new road course in a relatively unfamiliar location to draw the crowd they did, conduct the event with the neatness and dispatch shown is a real credit. Especially so since their club, and its internal organization, was untested. With this success under their collective belts, *corvettes d'elegance* plans to hold a "Mecanicien Epreuve II" in the fall.



Above left. Walt Hardtke registers as Les Miller, Charlie Dahlman and Fred Kroll look on. Vi Miller, Diane Blackford and Carole Townsend do the paperwork; overseer is Russ Townsend, club president. Above right. The Hirsch family four: Jerry at left, Jane, daughter Lynn and son Neal. Jane's denim outfit carries a leather patch with the delicate name, "Hogwashers."



Above. With a *corvettes d'elegance* shield boldly emblazoned on the side of his Corvette, Russ Townsend leads a parade lap on Sunday.

Right. Corvette entry #46 gets the "go" signal from starter Kroll. Below. Triumph #12 learns the meaning of too much applied cornering force for a given radius turn; in other words, he looped the loop thrice at Birmingham's Bend.



Below. Line-up at Lynndale; eager entrants await their turn. Below, right. Timing crew, paced by Clay Gibbs and Dick Doyen (not in picture), get the count to the hundredths of a second on every car. Girls recorded the cars' times and penalties.



When George Leigh Mallory (1886-1924), famous Mount Everest adversary, was asked why he undertook so dangerous a task (and one that took his life a mere 800 feet from Everest's summit) as challenging Mount Everest, Mallory replied with perfect aplomb:

**“BECAUSE IT'S THERE”**



The beautiful hills of Pennsylvania were "there" long before man was to think about climbing them. In more recent times (barely a blink of the eyes if you reckon by geological time) the hills have posed a different kind of a challenge. Legend recounts that one test of an early car's performance was its ability to climb a hill—usually in high gear, and hopefully faster than any competitor. Though this fashion seems now almost a ghostly memory, books are full of stories of proud owners who always knew of a hill just outside town. It is in this tradition that today's modern hill climb for sports and formula cars is held. For certainly the challenge of the hill must be met. No one could justify the event on any other grounds. It isn't a good spectator event unless you happen to own a helicopter; crowd control is a constant headache and entrants most generally get little or no practice before their timed runs up the hill. But come they do in droves—as they did to Eastern Pennsylvania Sport Car Club's 14th Annual Duryea Hill Climb at Reading, Pa.

This year's hill climb was a record for EPSCC—or "Eeeps," as they are popularly called—with record attendance, a record number of entries and a new hill climb record set in the process.

Reading, Pennsylvania (pronounced "Redding" locally), is the sight of the Duryea Hill Climb at Mount Penn, one of 11 such climbs that make up a yearly calendar of the Pennsylvania Hillclimb Association. Others are held at Springtown, Pocono, Fleetwood and elsewhere, including the town where a well-known confection is crafted, Hershey, Pa. The PHA offers a championship to the driver earning the best record for the year in the 11 events, and takes in a number of diverse sports car groups. EPSCC, an outgrowth of an MG car club which expanded to include other marques, currently numbers about 85 members. Its organization of the yearly Duryea Hill Climb rivals a master logician's prowess for dispatching workers and cars in orderly fashion. That they were able to accom-

modate a record 191 car entry list speaks 13 years of practice at the job.

Jerry Goodhardt, co-chairman of this year's running, told of Reading's tie-in to civic affairs. Proceeds from the hill climb are turned over to local charity and, in return, the city fathers grant permission to turn the Mount Penn scenic tour into a frenzy of sports car activity one weekend out of the year. The sponsoring organizations include local civic groups. This year, the Reading Junior Chamber of Commerce lent their considerable promotion weight to the festivities. Generally, each year brings up a new civic group, such as Kiwanis, Lions and others.

The *Corvette News* staff arrived at Mount Penn on Friday and spent some time driving up and down the proposed course. The event is 2.6 miles, encompasses more than a dozen turns ranging from gentle high-speed bends to acute hairpins—every one a test of driver skill. The route is the one used by Duryea to test his cars; impressive plaques at several points along the road proclaim this bit of history. On Friday, the road was open to the public, and the air was filled with the buzzing sounds of sports cars driving up the course—at much less than full competition speeds. Other non-sports-type cars were touring the hill for pure scenic pursuits the same day—and the sports car drivers had to be wary of them. Meanwhile, other entries were going through an SCCA-type technical inspection as rigid as any for a regular road course event in a nearby park.

Saturday was hot, humid and rainy. The asphalt road surface on the hill offered each car about as much traction as a hog on ice, and easy, easy starts were the rule of the morning. The smaller machinery was running on Saturday; the biggies were being held for Sunday. The crowd, though somewhat small, was enthusiastic in spite of the dampness. Up on turn two, perhaps the lightest of the lot, spectators could see just how slippery the road was as many cars spun, slithered and otherwise got all bent out of shape negotiating that hairpin. Back a few feet

from the turn was a group—two men, one frolicsome kitten and Ampex stereophonic tape recording equipment. Both men, representing Ralbar Records in Pottstown, Pa., were making a tape to produce a hill climb record; the kitten eyed the rotating tape reels, put a tentative paw out to swat one of them, apparently thought better of the idea and returned to more conventional feline pursuits. As each car came up the hill, the men casually punched the "go" button on the Ampex, and the car's labors were preserved for posterity on stereo tape.

By 10:45 a.m., the track was beginning to dry, and car times dropped to 211 seconds—just over 3½ minutes. Normal times for many of the smaller cars would be under 190 seconds by the end of the day. The record for the course was set in 1958 by Bob Holbert in an RS Porsche. His time: 148 seconds. None of the Saturday cars was to come close to Holbert's mark. It was up to the Corvettes on Sunday to shoot for it.

Sunday was hotter. And dry. Perfect weather for the climb and for the assault on Holbert's 148-second record. The Corvettes came nine strong; five in A Production, four in B. A lone Jag XK-E was entered with the Corvettes in B. Howard Fetterolf, in his #33 1963 Sting Ray Convertible, was a veteran of 12 climbs. During 1963's PHA season, he finished 2nd in AP. Fetterolf's car, titled "Team Schnapps," was readied for the go. The team, incidentally, consists of two AP Corvettes, two BP's plus an Austin Healey and a Triumph TR-4, both in D Production.

Bud Flail from Sinking Spring, Pa., came equipped in his '63 Sport Coupe, ready to challenge the hill. In Corvette #35 was Al Loquasto, Jr., from Easton, Pa. A fast-rising driver, Al had demonstrated his prowess behind the wheel since 1958 when he tooled a full competition 1957 Corvette around the area. He graduated to a full competition '58, then to a like '61 prior to his acquiring the current '63. Al came to the hill with this background: BP champion in 1961 and 1962; AP



Above. "Team Fleem" Corvette driver Steve Effenbein gets the go-ahead at the start.

Below. The rains came on Saturday; the crowds stayed away. The turn was slippery.



Above. A Triumph TR-3 bends it out of shape on one of the sweeping turns.

Below. Taking the long-lens view down from Pagoda Turn as a Corvette churns up the hill.



champion and overall point winner in 1963—all in PHA competition. He especially likes Fleetwood's hill climb, holding the course record for the last three years there. In SCCA road work, Al's 1963 efforts netted him a second and first at Vineland and a third at Reading (in a Sprite). To date this year, Al tops his SCCA road racing division in AP points.

John Bolton, from Schuylkill (pronounced "Skoo-kul") Haven, Pa., and Ron Brobst from Emmaus, Pa., rounded out the AP list. Bolton began his hill climbing in earnest with a '63 at Fleetwood, while Brobst's record dates to 1962 where he ran his full competition '61 to a third place BP finish in PHA competition. With his AP car, he again finished third in PHA work. Also active in SCCA road racing, Ron has racked up good performances in '63 and '64.

The BP Corvettes were represented by four eager contenders: Dave Story, William Stauffer, Don Dress and Steve Effenbein. Story began running in sprints and hill climbs with his '61, took a third at Hershey hill in '63 and won the climb there this year. Bill Stauffer's '61 fuelie with HD suspension has seen work at the drags as well as the PHA events. He's part of "Team Schnapps," and when the team goes to the Kel Recca strip, Bill says they usually bring back five trophies—one for each team member. Bill also participates in the Schuylkill Valley Corvette Club and National Council of Corvette Clubs activities and events.

Don Dress, another "Team Schnapps" member, pilots his '59 in the Kel Recca drags, keeps things interesting in both the Schuylkill Valley Corvette Club and the National Council. Duryea was Don's initiation to hill climbing. Steve Effenbein keeps events warm with his hot full-competition '60 Corvette, finishing third and second in PHA championships in 1961 and 1962, plus activities in CM (C Modified) Class with his '60 in 1963—by virtue of a 327-cu.-in. engine—where he took a first in CM Class last year. This year, Steve's back to the 283-cu.-in. engine and is running stock BP. Road racing last year with his '63 CM car,



Above. A Kurrett do-it-yourself sports car special hustles by the Pennsylvania scenery.

Below. AP driver John Bolton displays fine form on the hill.



Above. Lotus Super 7, '94, driven by Fred Kopenhauer, on the only downhill spot.

Below. Corvette AP contender Howard Fetterolf talks the day over with an interested bystander.



Steve finished with three seconds and two firsts in class. He likes to run his car at a drag "once a year—just to test the engine."

These were the contestants in class. Here's how they made out. Al Loquasto, Jr., set a new record for the hill his first trip up—turning 146.855 seconds. The mark stood—for best in class, best time of the day and a new hill record to boot. That's a performance pretty hard to top. Second in AP was John Bolton, followed by Howard Fetterolf, Bud Flail and Ron Brobst. The rules require every contestant to complete three bona fide runs on the hill in order to qualify. If a contestant has some difficulty while making a run, the rules give him five minutes to complete the trip, otherwise he would receive a DNF for the day. The best single time up the slopes is the counter.

BP Corvettes won their class, too, led by Steve Effenbein with a time of 154.959 seconds. Steve was followed by Dave Story, Louis Fronina in the XK-E, Bill Stauffer and Don Dress. Stauffer, incidentally, earned his PHA competition license on Sunday at the meet.

The show was over for another year when the event closed down and ordinary citizenry could claim the hill as theirs again. The awards were given out at a gala celebration. Co-Chairman Dave Elliott won Touring Class I, while Ben Loquasto, brother of Al, took H Production honors. Al Loquasto, Jr., took home another trophy for fastest time of the day and yet another for setting a new course record. Of additional interest was a very close finish in DP, where winner Sam Price took top honors from second-placer Jack Van Wettering by a mere .0024 seconds.

The Duryea (divided opinion: "Deray" by some, "Dur-yea" by others) Hill Climb was an outstanding success. Although crowd control posed a problem at times, the event ran off a record 191 car entry without a hitch. Over \$1,000 was turned over to charity. The drivers will be back next year to assault the hill, to pit their skill against the challenge of the hill... because it's there.



Above. Students of weight transfer will note the Corvette body attitude showing that this one is at speed and not in practice.



Above. Steve Effenbein, "Team Fleem" '77, takes the finish line checker. Steve won BP.

Below. Al Loquasto, overall AP winner, holder of fastest time of the day and a new course record. Not bad for a day's work at Reading.



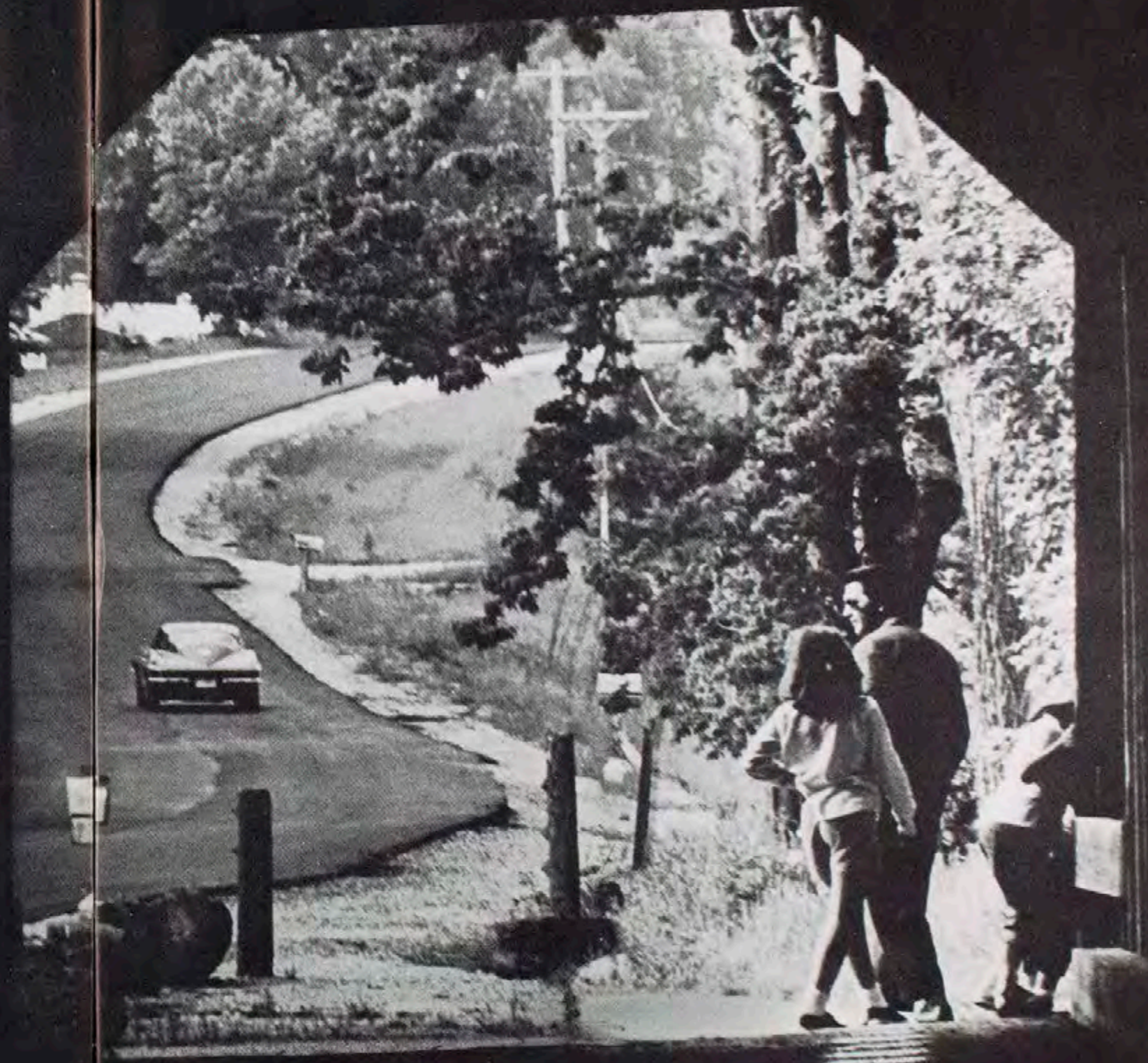


## **Computer Experts Need Not Apply**

The very name, On Wisconsin, conjures up visions of some kind of helter-skelter, pell-mell charge upon some unsuspecting victim by some kind of organized group. On this occasion, the organized group was the Sports Car Club of America, the "victim" (although it didn't suffer from the charge) was the beautiful Kettle Moraine country around Milwaukee, and the charge itself was indeed helter-skelter and pell-mell in every possible sense of the word.

At least we got that impression, standing on a hill in that Wisconsin countryside. Below, a road leading off to the right was indeed a farm road, but since it went straight through a farmer's barnyard and then crooked out of sight, it looked like nothing but a driveway. We were watching rally cars come barreling past the road, up the hill straight at us, with never a pause, and we knew their instructions read: "Turn left at first opportunity." Maybe most of life's opportunities are as dimly perceived. At any rate, the navigators were all shaking their heads and fluttering through maps at an industrious rate as they came past us. Since the remainder of the instructions were based on accrued mileage, and since missing that road put an entrant just about two miles off, we figured there would be more map fluttering to follow.

All this has to do with the "On Wisconsin" National Rally, put on by the Milwaukee Region of SCCA. It was nearing sunset on Saturday evening; after a 14-hour day of devilishly hard rallying, the farm-road-through-a-barnyard was a kind of last straw tossed in to keep the rallyists alert. By that time, not a few of them were so glassy-eyed that they were going to have a hard time finding their motels, leave alone the rally route. And they had another day of it ahead of them.



A couple of cheerful sadists named Clay Gibbs and Dick Doyen were the progenitors of the event. These two gentlemen are probably the finest rally team in the United States (Doyen usually drives, Gibbs navigates), having won or placed well in nearly every event of consequence in the U. S. or Canada. Undoubtedly nominated to organize the Milwaukee Region's national event so that they would be removed from the list of competitors long enough to give someone else a shot at first place, they felt that they were being put on their mettle. They responded to the challenge even better than they do to abstruse navigational problems. Says Clay Gibbs: "SCCA National Rallies are continually being criticized by the entrants because they are merely exercises in higher math, just Sunday drives for computer experts. And some of the Canadian events err the other way, with the navigator having nothing to do but try to shore up the courage of the driver. We thought we'd lay one on that would challenge both members of the team." They did.

At a Saturday night cocktail party at the plush Leilani Motel, Rally headquarters, you could get two very specific reactions to the first day's run. The navigators were still standing around somewhat transfixed by their labors, shaking their heads in befuddled wonderment and chagrin at getting so lost so many times. And the drivers were by contrast most heartily satisfied, exhilarated by a day of charging the Wisconsin hills and not even too angry at their navigators for having led them astray.

The first part of the rally would have to be characterized as confusing; the problems weren't necessarily in computing aver-

age speeds or attaining them, but in finding the route. And once an entrant was off the route, the average speed did become a problem. The rally route was comprised of a succession of small twisty blacktop roads to the south, west, and northwest of Milwaukee. Having gotten lost, most of the entrants had not too much trouble getting back onto course, but from then on they were charging in the greatest sense of the word. It was fun. It was even fun chasing the rally to photograph it.

The thread that held the first day together is a lovely road called the Kettle Moraine Drive—a kind of tourist route that lets visitors get a long look at the peculiarly lumpy hills and valleys that were left by the Wisconsin Glacier during the Ice Age. The rallyists got about 375 miles of looking at that scenery on Saturday (and another 150 or so miles on Sunday), if they ever had a chance to look at anything besides the pavement, the instructions, the instructions, and the interminable checkpoints. A lunch break at Arndt's, near Elkhart Lake, and a driving contest for golfer/rallyists, split the afternoon pleasantly enough before it was back into the fray for another hard go—a little slower this time, but still challenging enough. And back to the motel for some relaxation and social pleasantries, accompanied by a great floor show (swords and torches and steel guitars and grass skirts, the whole bit).

Sunday was a little lesser grind, in distance as well as incomprehensibility. The low scorer on Saturday had just under 5000 penalty points, and lots of people had upward of 5,000, so the

pressure was a little easier for the super-serious. Near the end of Sunday's run, around lunch time, there was a checkpoint at the new Lynndale Farms road course, and a Reliability Run (scored separately from the rally). The rally cars were asked to lap the course once at a speed between 35 and 40 mph (three slaloms and one stop-and-go obstacle were added to give a little spice to the effort), then were scored on how closely they could duplicate the average they made on the first run. It's a nice way to spend the afternoon; Lynndale Farms is one of the most gorgeous physical plants we've seen for a road course.

That about wrapped things up, and it is a commendable arrangement. The pace of the rally was hard and fast in the early stages, then gradually relaxed into Sunday afternoon fun so that there was no hard-pressing drive to the finish in worsening traffic, and resultant frayed tempers and overexcitement. A sumptuous Victory Banquet back at the Leilani, with Messrs. Doyen and Gibbs sharing the MC duties, wound things up.

Cheers to the SCCA for doing this sort of thing very well. The organizers expected about 60 entries; they got better than 100. The list is made up of a hard core of dedicated campaigners on the national rally circuit who make up maybe 30% of the entry; and a periphery of less-serious rallyists who take an occasional shot at a big one, or live close enough to welcome an inexpensive chance to try their stuff against the more skilled, or who just drop in on a national to see friends and compete. The dedicated go the full route: separate electric hundredth-

mile odometers, belted tires to prevent expansion, complicated computing machinery, short-wave radio for exact time signals, etc. There are still people running national rallies with a stop watch and a pad of paper and pencil, but they are very busy entrants if they do. But then so are the guys with all the goodies.

The "On Wisconsin" entry list was blessed (at least it always seems that way to us) with nine Sting Rays, second in number of entries only to Corvairs and Porsches. None of them came up with the winning combination, as it happened, but they did have a lot of fun. And that, perhaps, is the point. This breed of rallying is generally treated as a large-scale serious undertaking; but it can be done in relative comfort and with all sorts of camaraderie. Do it in Milwaukee, land of the beer-and-bratwurst (the trophies were magnificent beer mugs), and put rally headquarters in the Leilani Motel (if you didn't want beer, you got an island rum concoction called "The Thirst of the Iron-Rod Warrior"), and it gets to be about as enjoyable a way to spend a summer weekend as we can think of. Besides which it was National Dairy Month. Where else, then, would you hold such an event but the Dairy State?

First place: Don Skinner, Cleveland, O.; Karl Goering, Saginaw, Mich./Second place: Scott Harvey, Dearborn Hgts., Mich.; Ted Sparks, Los Angeles, Calif./Third place: Ken Hybarger, Mrs. Ken Hybarger, Tiffin, Ohio./Fourth place: Jerry Bloom, Detroit, Mich.; Harry Ward, Utica, Mich./Fifth place: Barbara Bickham, James Bickham, Upper Sandusky, Ohio./Sixth place: Roger Gillette, Minneapolis, Minn.; John Jansen, W. St. Paul, Minn.



The driveway that comes in from the left isn't a driveway. It's the route. Well, it was late and they'd been rallying all day, and . . .



A clear indication of the kind of roads that the fortunate Wisconsiners were privileged to charge over.

After all, it was National Dairy Month in the Dairy State. You were expecting maybe a herd of French Poodles?



Fortunately, the entrants didn't have to pronounce any of the names on the route map. This Corvette is pulling in for an early coffee break during the first day's run.



An exciting checkpoint, this one was just over a blind rise with a hard right turn in it.

A day's work well done—or really two days. Now on to the motel and a little hooraw.



The vigor with which car thieves are challenging the adage "crime does not pay" has stirred up a new interest in anti-theft devices. Not only is the victim of car theft inconvenienced, but he may suffer in many other ways. For example, there's the possibility of undetected damage or substituted parts. If the car doesn't happen to be insured against theft, this could result in considerable monetary loss. There is also the chance of the car never being recovered. Of particular concern to Corvette owners is the fact that Corvettes are considered quite desirable merchandise by car thieves and this has been the direct cause of a rise in insurance rates to owners in some areas of the country. And according to recent figures, car thefts are on the increase—up nearly 25 percent.

The problem of car theft is certainly not unique to the U. S. In fact, many foreign countries have legislation which makes extra anti-theft devices mandatory. For example, in Frankfurt, Germany, there is a Federal Order which reads in part, "All passenger cars, station wagons and motorcycles must have sufficient devices to prevent the unauthorized use of these vehicles. Locking of the doors and taking out the ignition key are not considered to be preventive." This order has been in effect since 1961. Similar legislation is in effect in other countries in Europe and in the British Isles. Some of the devices employed in these countries include steering column locks (like Citroen, Renault and Peugeot), gear or front and rear wheel locks, shift lever locks, plus various ignition cut-outs.

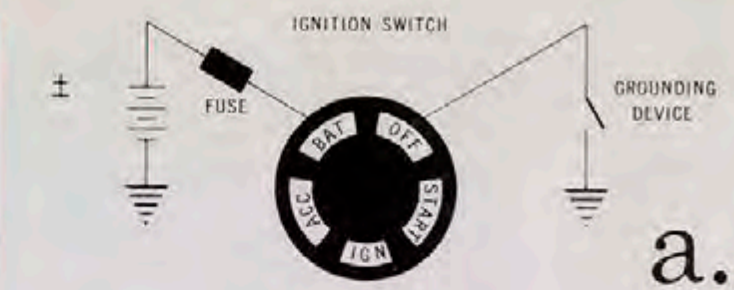
In this country, there is no mandatory application of such devices. However, many Corvette owners are installing these devices, hoping not only to discourage theft, but also to forestall any increase in theft insurance. The kinds and types of anti-theft devices are varied and many; some are quite simple and easily "foiled" and others are complicated and may or may not be "beaten." This article will highlight some of the devices that are readily available to Corvette owners. There may be many additional devices or methods that have not received wide publicity and their effectiveness may hinge on the fact that they are not in wide use. It must be recognized that there is no sure-fire way to prevent car theft unless the vehicle is stored in a burglar-proof vault. Even a device that locks all four wheels will not prevent the car from being dragged or trailered away, or the car can be stripped right where it sits.

# SECURING CORVETTES AGAINST UNAUTHORIZED USE

a.

### ignition or electrical system interrupter

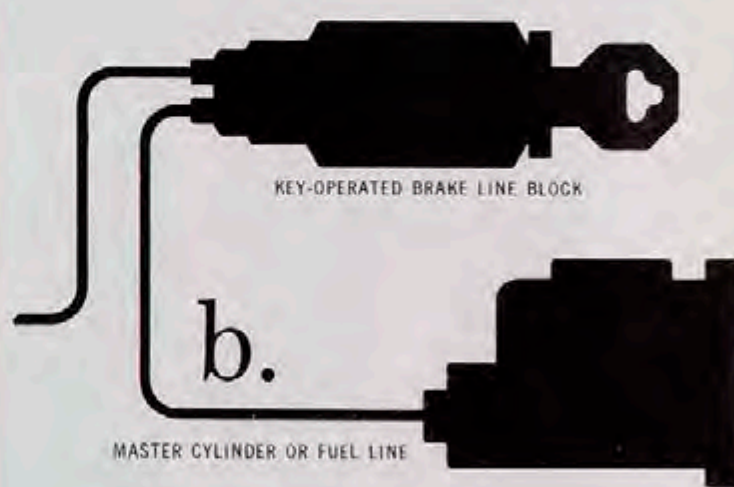
This device merely cuts power to the switch, coil or starter; is activated by either a switch or key lock hidden somewhere in the car. This in no way interferes with the towing of the vehicle and can often be "beaten" by simply supplying auxiliary power to the unit that has been deactivated by the device. Most ignition or electrical devices should be considered only as a temporary deterrent to the knowledgeable or professional thief.



b.

### brake and/or fuel line locking devices

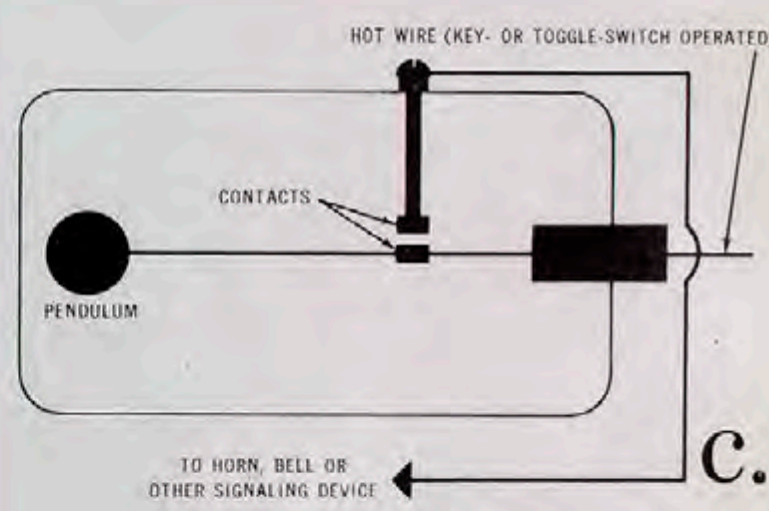
These devices work on the principle of solenoid or straight mechanical shut-offs. Some require the brake pedal to be pressed after the system is turned on to "set" the brakes. The fuel-line lock would allow the car to be driven away and operated until the fuel in the fuel bowl of the carburetor is exhausted. These types of devices might be highly practical if there isn't the possibility of accidental engagement. For example, some systems will be activated if there is a short and/or breaking of the circuit to the device. Some brake-line locks may have an inherent danger if the locking key is inadvertently turned on while the car is in motion; the brakes would lock up tightly just as soon as the pedal was pressed. Another point: if the key on the device was turned on, and the owner forgot to "set" the brake, the brakes would automatically lock up the first time the driver pressed the brake pedal after getting underway. If the fuel-line lock can be triggered accidentally, the car might "run out of gas" just as the driver needs power. Brake line shut-off locks can be deactivated by simply cutting the line and driving or towing the vehicle away and using the parking brake for stopping.



c.

### vibration or movement-sensing device

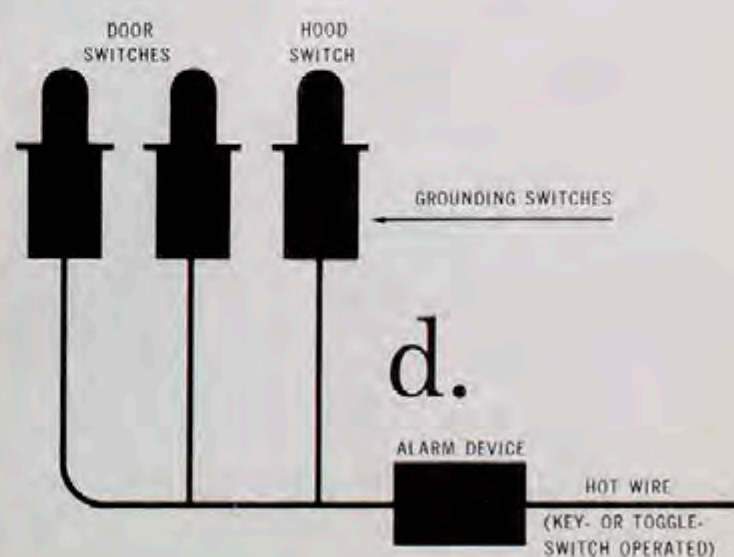
This device works on the principle of a pendulum swinging and completing the electrical circuit to the car horn or a bell. Just a slight movement will start the pendulum, causing the horn or bell to sound off intermittently for approximately 15-20 seconds. This means that anyone forcing a door or sitting in the car will set off the noise to alert either passersby or the owner himself. About the only disadvantage is that the device will sound off even if the car is nudged slightly by another car attempting to park in front or behind. About the only way this system can be thwarted is to cut the power to the horns or battery.



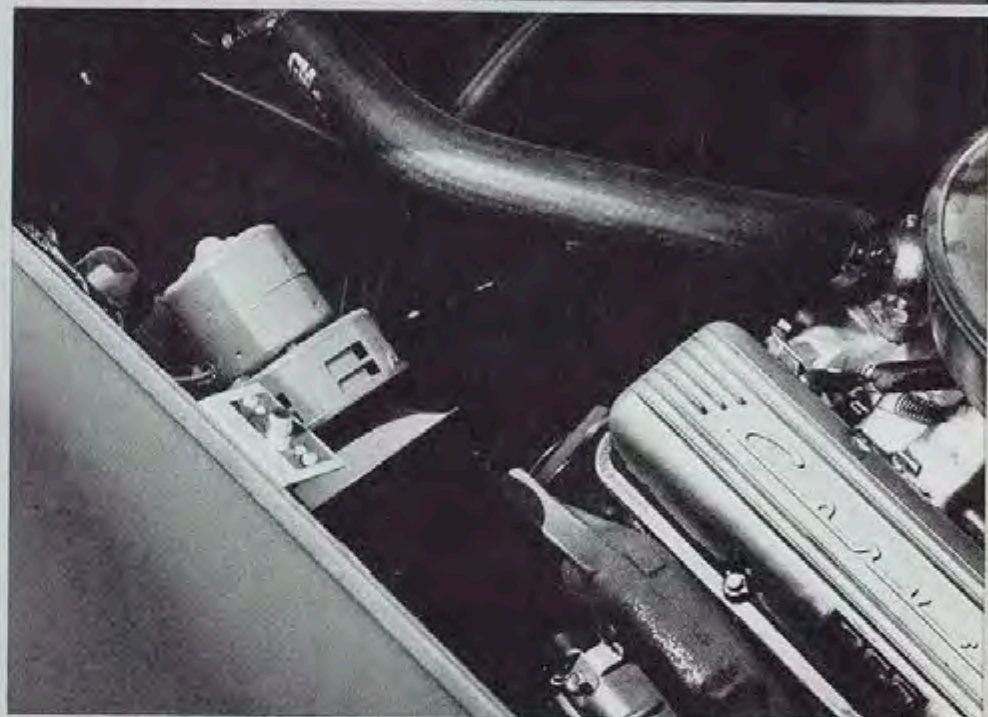
d.

### door and hood switch devices

Switches mounted on either the door pillars or hood are connected to a siren or the car horn. Any time the doors or hood are opened, the alarm will sound. This requires an outside switch in some concealed spot. Unless the switch is worked with a key or some other deterrent device, a thief can observe the owner turning on the device and wait his chance to turn it off and take the car.



Shown on this page is one particular system that includes many devices and methods of discouraging theft. Let's take a hypothetical case of a thief picking out a car with this system installed. First of all, a sticker on the vent windows warns that the car is protected with a burglary device. Ignoring this, the thief attempts to force the door. With this movement, a movement-sensing device starts the horn beeping. If the thief isn't discouraged with this, he will retire to the shadows to wait until the horn stops. When the way is clear again, he will then attempt to cut the wires to the horn (the battery in a Corvette is not easily accessible from underneath). Or he may attempt to force the hood to deactivate the device, at which time he is confronted with the loud wail of a siren that is bound to attract attention. If he doesn't attempt to get into the engine compartment, the moment he opens the door, he is confronted with the same siren wail, a wail that continues until the battery runs down or is disconnected.



By this time, the thief should be thoroughly discouraged. However, if he persists, and cuts the siren wire or breaks the siren itself, he still has his work cut out for him; another series of devices to cut the ignition is also installed. If the thief locates the ignition cut-off switch, he still has problems. A switch mounted on the parking brake either grounds the ignition system or sets off the siren again (if it has not been broken by this time) whenever the parking brake is released.

The entire system of alarms is set by a lock mounted on the side of the fender as shown in the photograph at right. This lock cannot be picked because the key is a tubular type. All the keys are coded and are not interchangeable. Extra keys can be purchased only by proof of ownership—not only by serial number of the car, but by exact key number—from the original installer of the system. The system is further protected by auxiliary wiring which would escape normal detection or cutting of wires to disable the electrical devices.

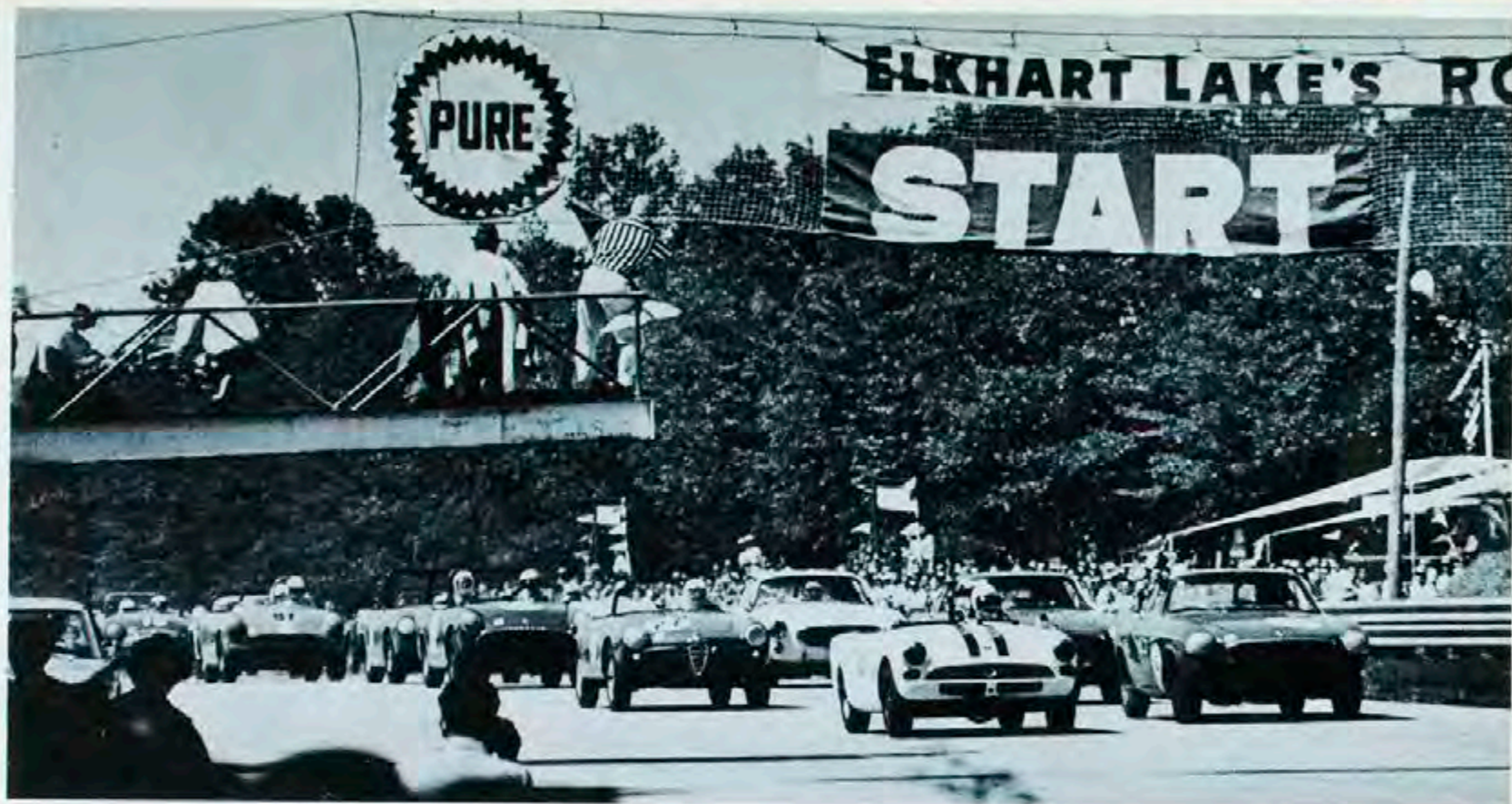
It would be an understatement to say that only the most iron-nerved pilferer would have courage to challenge this extensive system. Such a person might resort to cutting the horns out of the circuit, and then towing the vehicle away with the rear end raised, leaving the sirens and ignition devices intact. However, it does seem improbable that even the most zealous thief would find any automobile—even a Corvette—that attractive or worth the risk!

# ROAD AMERICA THE BEAUTIFUL



From the sky, Road America looks like the model for Bullwinkle Moose. If you're numerically inclined, a giant stylized seven. Environs appear quiet and peaceful in Wisconsin greens and browns. From the ground, it's what you might expect—sporty cars, quaint homes, bratwurst and 50,000 speed buffs. The unexpected comes with a tour of the track. Hilled, treed and flowered, its beautiful setting puts Road America's four spectacular miles in the one-of-a-kind class. Camera carriers find it a paradise for fast shutters and scenic backgrounds. Racing sophisticates see it as a good-as-any place to lay pavement. Whatever your likes, a Road America weekend serves it up package style. Witness the June Sprints '64: power, pageantry and primeval landscapes—all seen from nine picture-like vantage points.

- 1 RA STRAIGHT/START
- 2 MORaine SWEEP
- 3 CORNER S
- 4 HURRY DOWNS
- 5 RA CAROUSEL
- 6 KETTLE BOTTOMS
- 7 CANADA CORNER
- 8 THUNDER VALLEY
- 9 RA STRAIGHT/FINISH



## RA STRAIGHT & MORAINES SWEEP

What better place to begin an itinerary of Road America's six-race fare than at the starting line, about center point along the RA Straight. Getting there, no problem. You take to the infield, walk behind the pits, past the official pagoda and into heavy woods. A seldom used foot path leads up to a safety fence skirting the track. Directly across the course is another thick stand of trees with people popping in and out of its wall of green. Sighting down the track, with its colorful flags, crowds of people and concerned officials, you can see only to the point where it comes up out of a valley. Saturday's first event, running F, G and H Productions, is a 60-mile go around. Only a distant buzzing, growing louder, tells you the pace lap is approaching. Then, in a shrill road of high-

speed pyrotechnics, 32 high-winders shoot out of the hole, fly by the green flag and, more than likely, catch you off guard with their cracking thunder. Don Sessler's #74 Sunbeam Alpine leads going away. A short diagonal jaunt through a cool woodlet and over easy rolling fields puts you at Corner 3, a sharp downhill curve that starts the long graceful Moraine Sweep. Watching the finish lap through windows of a timing shed, the speedway appears more like a country highway portrayed in poetry, with tall elms and oaks rimming its edge. Sessler keeps the pace to win, and sets a new four-mile record of 3:7.1 minutes at 76.964 mph. Leaving the shed, you look ahead to the next event and a hot-dog-shaped Wisconsin bratwurst.

## CORNER 5 & HURRY DOWNS

Tourney two, a 15-lap contest of all Formula cars, takes you up the side of a slight incline, offering a panoramic view of Corner 5 and a great chunk of surrounding real estate. Once around the turn, the roadway holds an uphill tack and tunnels under the Corvette Bridge. The horizon is marked by an elevation well populated with seats and spectators. There's no lack of action at this 90° curve because of the extreme angle that must be negotiated immediately after the long Moraine Sweep speed section. As proof, in the 50-minute scramble, six cars momentarily took to grazing infield grass while two more tested the resiliency of each other's sheet metal. But regardless of the view, you have to double-time it to Hurry Downs before race end. Descending

the hill, crossing an escape route and plunging into a gully, you reach the base of what looked, from the other side, like a mound with a slight grade. From this angle it's more like a mountain, nearly perpendicular. And slippery grass presents problems soluble only by a goat. Although, it can be scaled slalom fashion. Once at the top and over the Corvette Bridge, you're home at Hurry Downs, a series of weaving downhill turns. The overall picture is just short of a painting: an open stretch of countryside is banked on the west by sloping hills about two miles away; on the east, a high rise studded with people and topped with, of course, a brats stand. Hap Sharp in the #95 Cooper ends the Saturday affair and logs a 2:33.5-minute lap, a new record.





## RA CAROUSEL

Just before noon on Sunday, you head back to Hurry Downs and continue on to the RA Carousel for Race 3, a 20-lap D and E Production bout. The site of RA Carousel—a sweeping high-speed half circle curve—is one of the most spectacular and challenging at Road America. Sizing up the area for an advantageous roost, you spot one and accompany the safety fence to a thicket of tall bushes at the base of another heart-pounding hill. With no path to follow, you feel like part of the Lewis and Clark expedition charting new and unexplored lands. Up and up, through white birch, elms, oaks, and poplar trees. Wild flowers are scattered around like appliques. At the summit, an explorer's nightmare—

someone else has made the discovery first. At least forty people are nesting on top. This indeed, is deflating; however, what completely drains your trail blazing spirit are the 20 parked cars. But looking down, the climb is worth it. There's a view that any American track would be proud to sport. Rolling hills, open fields, sand cliffs, woodlots and even the smoke from a distant brat stand add to the touch of scenic grandeur. The view of the track is equally as impressive. You can see as far back as the Corvette Bridge and forward to where the Carousel curve dives into Kettle Bottoms. A third lap record is made by Jim Spencer in his winning TR 4. Time: 2:59.2., MPH 80.357.



## KETTLE BOTTOMS & CANADA CORNER

After a short noon break for brats and brew, a parade of Chevrolet experimental cars, featuring a Monza SS in miniature and a mile-long jog over hill and heath, you make the scene at the top of Kettle Bottoms. And what a spectacular view it is. The track is gouged out of a large area of gravel deposits left by the ice age 15,000 years ago. At one point, on the rim of a cliff, you look almost straight down 175 feet into the driver's seat. Soon after the start of fray #4, an 80-mile stint with A, B and C Production cars, Ray Boffel, in his #23 Corvette, went through the bend sideways and offered a remarkable opportunity to watch frantic feet and hands straightening out the trouble. To reach road level, there's a bridle

path that guides you past several decaying barns and down through ground cover ivy traps. At least five losses of balance are allowed on this route. At the bottom, the track looks like a well-kept lane leading to a palatial mansion. Ribbons of grass on both sides are trimmed to the timber about 12 feet off the macadam. Here, engine noises seem louder, more penetrating due to the hills acting as sounding boards. At shady Canada Corner, a tight righthand turn, the gallery of people covering its high vantage point are testimonial to its popularity. Taking Class A was Bo Johnson in the #33 Cobra. Perennial Don Yenko in a 1957 Corvett captured B Production, a repeat of his performance in 1982.

# THUNDER VALLEY

Down the road a piece from Canada Corner is one of those you've-got-to-see-it-to-believe-it kind of speedscapes, appropriately titled Thunder Valley. Thirty-year maples, older oaks, beech, spruce and a montage of other timber act as track border guards. Just enough leaf and limb hang over the rapid run to make it look like it's tunneling its way out of a deep tropical forest. Here, G and H Modifieds in Race 5 seem as though they belong to the jungle scene, weaving the wavy esses with all the grace and agility of racing snakes. With a high rise to the south and a low one on the north, buffs can watch the action beginning at Canada Corner

and ending just beyond the Pure Oil Bridge. It took two pace laps to get the pack into position for a start. First lap leaders at Thunder Valley were the #6 Merlyn Mark VI, #14 Merlyn Mark VI and #62 Lola. On the fourth lap the Lola flipped its hood and, to the delight of the crowd, driver Pete Dawson stopped and scrambled around in an effort to retrieve it. A short-lived drive for first position was staged by Lynn Kysar in his #14 Merlyn, but he couldn't hold it over the charging Charlie Barns in the #6 Merlyn. Barns regained the lead and kept it, adding still more glory to his win by setting a new G Modified lap record of 2:49.0.



## RA STRAIGHT/FINISH

Flaps up, flat out and darned near flying, drivers make another of their speed runs on the RA Straight. This is Road America's longest stretch, the last chance to outrive competition before the finish line, and the perfect place to cap an Elkhart Lake race card. During the long 40-lap event for C, D, E and F Modifieds, there are plenty of places to go, things to see. East of the track is the familiar Corvette Corral, Corvette owners' headquarters; the Chevrolet experimental car exhibit with the wildest looking shapes on wheels; and the finish line bleachers. West of the track holds the pits and start/finish line pagoda. Pick your pleasure, on either side there are brats stands to satisfy your newly acquired habit. On the action side, a Chevrolet powered car won the feature

for the third consecutive year. Ralph Salyer of Hammond, Indiana, took his ex-Cheetah Chevy now called the Cro-Sal Special to a 1½-minute victory in the 160-mile dash. Mechanical miseries removed the toughest trio: Augie Pabst in a Lola Chevy; Hap Sharp in a Chaparral Chevy; and Walt Hansgen in a Lotus Ford. In fact, only 15 of 33 wheelsters found their way home. Pabst stayed long enough to rack up a new lap record: 2:34.2 (92.0 mph). If, after an itinerary such as this, you feel wrung out, you should—you've seen everything Road America has to offer, much more than most people. But, if you have strength for one more event, enter yourself in the Sunday night Elkhart Lake Beerkhana. That'll wipe you out for sure.





