

# CORVETTE NEWS

Vol. 8  
No. 1

FOR CORVETTE ENTHUSIASTS

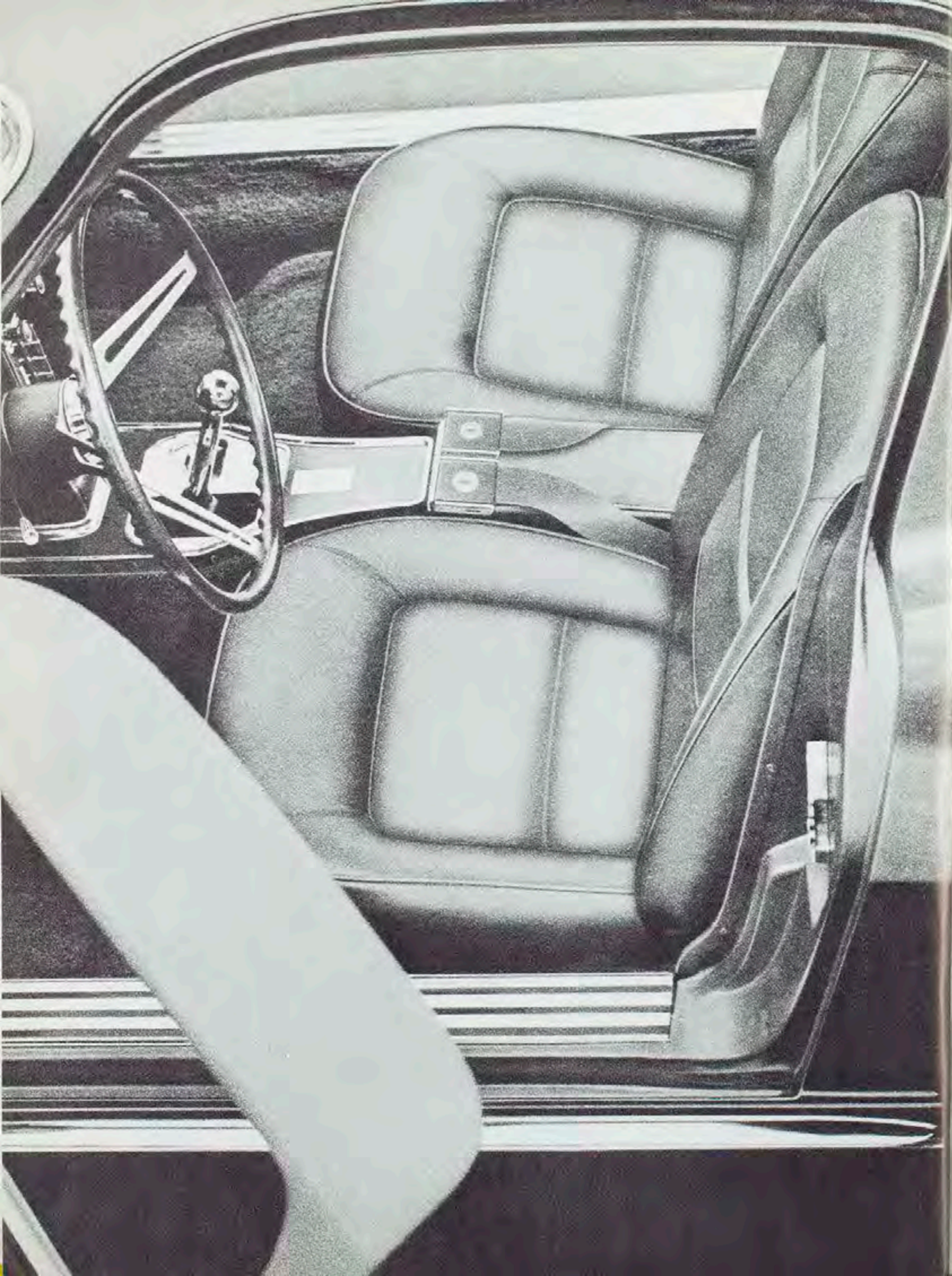


this issue: 1965 CORVETTE STING RAY

# CORVETTE NEWS



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**COVER—**

*A pylon's-eye view of the 1965 Corvette Sting Ray Sport Coupe. For a complete rundown on all that's new, check pages 12-23. Photo by Dennis Gripenrog.*



# andiamo

MEANS LET'S GO!

"Let's go" became the battle cry once the Northwestern Ohio Region of the SCCA got the go-ahead to sponsor their first national rally. It was the realization of many years of work toward such a role by the Region. However, the effort toward getting the go-ahead paled by comparison with the work connected with planning a national rally. Fortunately, the Region's officers, Rally Chairman John Toepfer, Coordinator Paul Moeller and their able assistants, had the foresight to start their plans early. Although the Andiamo Rally was not scheduled until August 1st and 2nd, initial work started early in February. The rally was to start at the outskirts of Toledo, Ohio; it had to be at least 500 miles in length to qualify as a national rally.

What the Region's members may have lacked in actual experience in preparing for the rally was more than compensated for by just plain hard work and seat-of-the-pants planning. Instead of being satisfied with a single mileage check, the rally committee drove and re-drove the route to eliminate any possible error in mileage or instructions. Committeemen were instructed to record all mileages traveled during the checks and as preparations concluded, members had logged a fantastic total of 13,000 miles!

It was this minute preparation and thoroughness that prompted Jay and Starr Hammen to change their approach to rallying as an experiment. Although this experienced husband-wife team had often participated in rallies with all the paraphernalia known to the sport, they decided to run the rally with a minimum of equipment. Also prompting the decision was an undercurrent of feeling that the fun is disappearing from rallying because it has become a test of complicated electronic devices and navigators with computer minds. It is felt by more and more enthusiasts that the small group of cars with elaborate equipment wins all the

marbles; that contenders can hardly have any fun and still place with any consistency. Many feel that rallies should return to the just-for-fun category, that many of the present arrangements for running rallies should be changed.

In this light, our Hammen heroes in their black '64 Sting Ray Convertible set out to run the rally with only a paper, pencils, stop watch and experience from previous runs. Even the slide rule was left behind.

The Hammen Corvette went through the preliminaries of passing equipment and safety checks where all requirements are checked, including a brake test where a panic stop must be made from 20 mph with hands off the wheel.

Lined up for the inspection were cars from many states. The largest representation was from Ohio, naturally, but others included Illinois, Indiana, Michigan, New York, Washington, D.C., New Jersey, Virginia, Pennsylvania, West Virginia, Kentucky, Wisconsin and Minnesota.

After the preliminaries in the afternoon and early evening of July 31st, a mixer party was held in the Continental Motel which served as headquarters of the rally. In the motel's banquet room, old acquaintances were renewed, new acquaintances were struck up. Adding to the festive mood was the announcement that a total of 94 entrants had been checked in for the rally. The rigors of the check-in and long drive for some took its toll, and the mixer party drew to a close rather early in the evening.

The next morning broke hot and humid with temperatures predicted in the high 90s. Jay's and Starr's Corvette was number 67 in the starting order. From this point in our account of the Andiamo Rally, "let's go" with this team in the words of Starr as she describes the goings-on and the reactions of a typical "non-mechanized" rally team.

## *Starr Hammen tells her story of running in the rally*

Our equipment for the Andiamo National Rally was one Sting Ray, two pencils, several sheets of paper, a set of tables converting miles-per-hour into distance traveled in minutes, and a watch. For us, this was to be a rather novel experiment in running a national rally, not only without any fancy gadgets, but also without any attempt at accurate calculations or time checks. The idea is not new; it invariably crops up in any late-night discussion among rally enthusiasts. And most rallyists have been forced to run sans equipment at least for one or two legs when their counters stuck, or watches stopped; or something blew a fuse. But so far as we know, this was the first time anyone had entered a national rally with the serious intention of following the course and doing the least amount of arithmetic possible.

The Andiamo turned out to be a straightforward time-distance rally. The Saturday course of 330 miles was run in the hilly areas of mid-Ohio. The Sunday section of 180 miles was mostly west of Toledo in what was advertised as the "scenic and historic Maumee Valley," but which also included an incredible number of cornfields.

There were eight pages of instructions for Saturday's run, and a glance at page one convinced us that the rallymaster had not designed a rally that would make our experiment easy. We were allowed 16 minutes for a 13-mile tire warm-up; we were given an average speed of 43 mph to cover the 25.33 miles of the official mileage calibration run (instead of so many minutes). This meant pencil and paper work to figure the time at which we should leave the end of the odometer calibration leg. We made a note of our odometer error, noting that it was "plus," but we didn't figure out a

correction factor and never made any accurate conversions of "official miles."

The first average speed after the odo leg was 43.8 mph, and we tried to keep the speedometer at 44. Several instructions later we were told to increase speed 30% for 5.35 miles, then change to 47.8 mph. This we did, making no attempt to be especially accurate. And at no time during the rally did we ever make any time checks or even try to figure out if we were on time or not.

The Andiamo Rally committee was very fond of instructions such as: "Left 10.28 miles from instruction No. 32." These worried us a bit since we were not using a mileage correction factor. We would reset the trip odometer at the indicated point, and just hope that when the 10.28 miles or whatever it was ran out, there would not be two roads only a few yards apart. We decided that if we had to make a choice and there were no tire marks or other signs to point out the rally course, we would simply wait for another rally car and follow its lead. Fortunately, each mileage instruction turned out to be fairly simple. There were also several instructions involving time, e.g., "Left 3.99 minutes from instruction No. 113." These, of course, involved work with the pencil to convert time, at a given average speed, to miles.

The route instructions included a lot of pauses, a pause being defined as a stop for a stated time at a named point or during passage of a specific distance and as a separate addition to time-distance calculations. If we were instructed to pause 15 seconds at a stop sign, or 0.05 minutes at a curve sign, we more or less ignored it. If we were told to pause 1 minute or more, we would stop at the spot indicated for the allotted time.

There were three transit runs on Saturday, portions of the route for which we were given an approximate mileage not

to be included as official rally mileage and for which we were given a time allowance. A morning and afternoon transit run allowed 15 minutes for gas station stops and an hour at noon for lunch. When we reached the point at which a transit run began, we made note of the time of day, assumed that we were on time, and simply added 15 or 60 minutes respectively to that figure to determine our departure time from the end of the transit. Most rallyists try to reach the end of a transit run several minutes before they are scheduled to leave, and there is usually a line of cars parked off the road at this point. We made a note of the time other cars left, particularly a car we thought was supposed to be a minute ahead of us. This is common practice—it's reassuring to know that your navigator has figured out your departure time to the right minute, at least.

Theoretically, running a rally without equipment as we were, you could stay approximately on time merely by staying midway between the car that starts ahead of you and the car that starts behind you, since cars leave the starting line one minute apart in numerical order. This is fine in theory but doesn't work out in practice, unless you're lucky enough to be sandwiched between the eventual winners of first and second place. On Saturday, we lost the car that was supposed to be a minute behind us before the second checkpoint. At the third control, the car in front of us had disappeared, and during the course of the day we, in car No. 67, were joined, or passed, by cars with numbers like 3 and 13 and 29 who had been off course.

Also, theoretically, it should be much easier to follow the route and not get lost if the navigator is not cranking a Curta, putting factors in a Tommy Box, or struggling with correction factors. After all, he or she has nothing to do but read the route instructions and watch for road signs and action points. This, too, is fine in theory, and actually worked for us on Saturday; we did a reasonably good job of staying on course. But on Sunday, we goofed, fooled by a tricky instruction. And we should have known better because we had encountered the same type of thing before. Instruction No. 34 read, "At RRX—change average speed to 41.5 MPH." Instruction No. 35 read, "Left with caution after RRX." The catch, of course, is that the railroad crossing referred to in instruction 35 is *not* the same as the one in instruction 34. But we, and a lot of other cars, turned left on a road just past the first RRX, thus committing one of the cardinal sins of rallying: not completing one instruction before going on to the next.

If we had stayed on course (admittedly a big if), we would have finished the rally in 15th position out of the 94 cars entered. Our highest error at any checkpoint was 52 seconds, and we had three 5-second penalties, one 3 and one 2—which is doing as well as we normally do *with* equipment. We had an average error of 26 seconds per



Left: Lined up for vehicle and equipment inspection. The Hammen convertible with the white top. Top right: A few of the turns weren't obscured by the rows of cornfields. Right: The first checkpoint, strategically placed at the bottom of a long hill . . . after a sharp right turn. Some cars slid right by.

checkpoint on Saturday (through 18 checkpoints) and we averaged 33 seconds through 10 controls on Sunday.

The Andiamo committee helped our experiment when they set the average speeds—they were high. The roads were narrow and twisting, and the county route signs that identified them were small, hard to read, and set yards away from intersections. It all added up for us and everyone else as "let's go"—as fast as possible—between periods of slowing down to look for signs.

It also helps, if you're rallying without any mechanical aids, to have a driver who has an instinctive sense of time—a built-in "clock." And the driver of our team, after many years of rallying, knows how much time is lost at an intersection, how fast he must drive, and for how long, to get back on time at any given average speed.

We consider our experiment successful and we can recommend running in a national rally without equipment.

#### Results and reactions at the finish

Starr and Jay did as well as or better than many participants who had an array of exotic rally equipment. With or without equipment, rally cars passed each other going in opposite directions; cars approached the same intersection and one turned left and the other right. At times, it seemed to some observers that the Keystone Cops must have been entered with the profusion of cars (supposedly under the same instructions) going off in all directions. Getting lost seemed to be the thing to do; most did just that.

With all the off-route driving and missed checkpoints, overall penalty points were relatively high. Even so, most participants felt the rally had been excellent in its detail and there was no *real* reason to get lost. There were a few legs that might have been protested, but the rally committee eliminated these from the scoring in the final tally.

Because of the generally high penalties, many competitors didn't realize they were winners and didn't show up at the awards banquet on Sunday evening, August 2nd. The overall winner was the team of Scott Harvey and Warren Tiaht in a completely rally-equipped Valiant. However, third spot was captured by an "everyday" Sting Ray driven by Roger Doerr and navigated by Paul Alexander, both of Columbus, Ohio. Their rally equipment was rather meager, by some standards, but still included more than that carried by the team of Jay and Starr Hammen.

This experiment in running with just bare essentials of paper, pencils and a watch didn't produce a winner, but it did prove that, with a few breaks, it could have. The controversy of to have or not to have many dollars tied up in equipment will undoubtedly be re-hashed time and time again. Whether rallies will be set up with fun as the main theme, or whether they will continue to be a space-age-like undertaking, remains for someone else to decide.



Upper left: Two cars on course . . . or lost. Short sections of straight road and high corn made it difficult to check position in relation to other cars. Left: Past an old farmhouse in the Mohican State Forest. Above: This wasn't an official checkpoint, but the rallyists had to stop and pay toll anyway.

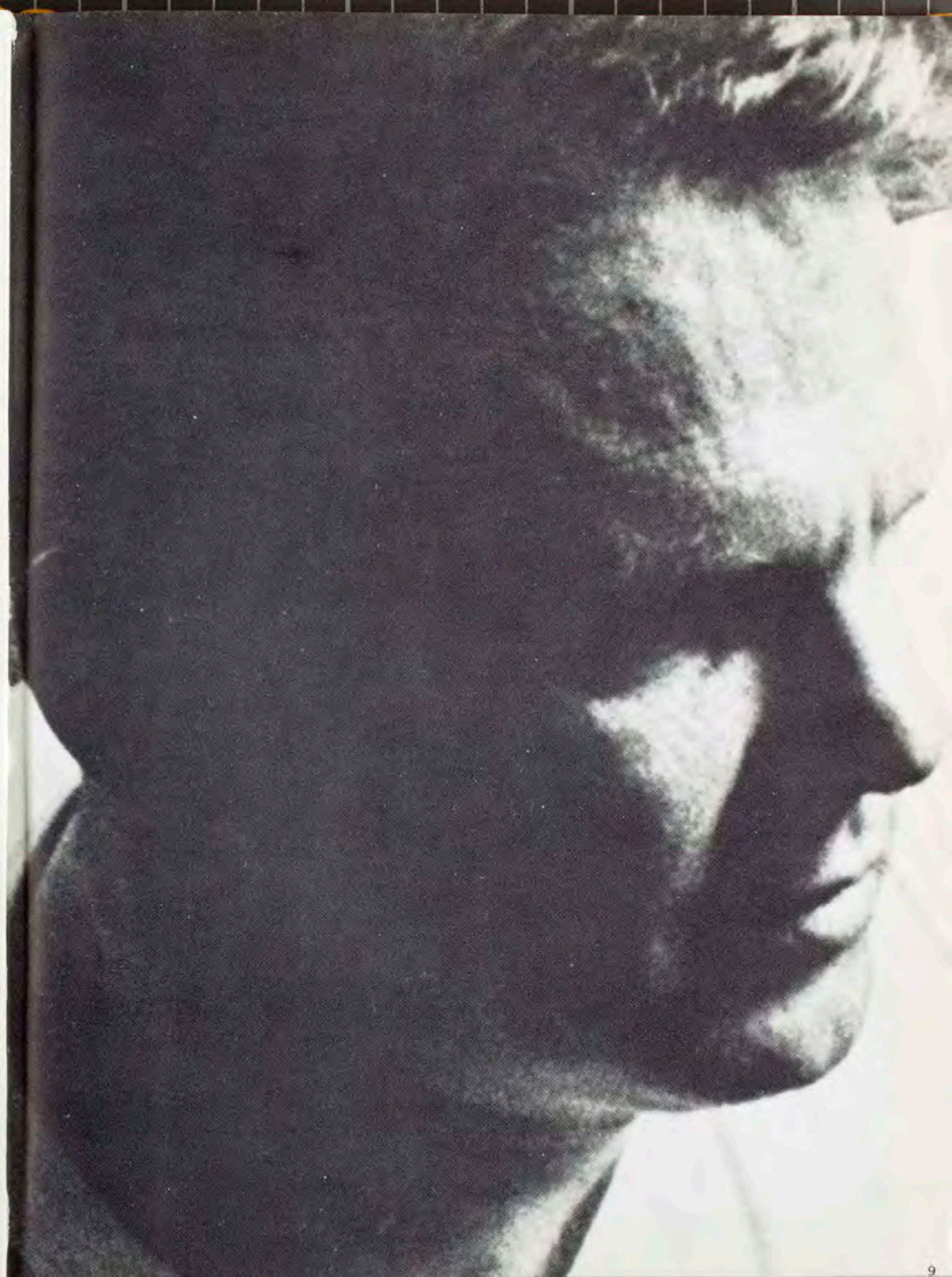
# SPORTS CAR BUILDER AND MECHANIC ...ronnie kaplan

**W**ith dentists, doctors, lawyers, businessmen, industrialists and other professional men behind the wheels of cars entered in sports car events, why not go first class and have a would-be physicist working as a mechanic in the pits? Such is the situation as Ronnie Kaplan, sports car builder and mechanic extraordinaire, engages in his "love affair."

**A**s a student for one semester at Massachusetts Institute of Technology in 1946, and later for three more semesters at the Illinois Institute of Technology, physics had been Ronnie's chosen field. He was doing well enough in his studies and was on his way to graduating, he thought. The routine of school work was broken only by occasional sorties to local car race tracks all during the season of '47 and '48. These appearances in the stands resulted in a compulsion to see every race possible. As he fell deeper and deeper into the clutches of this temptation, he found himself visiting the pits before and after the races. It was a covetous eye that watched the drivers prepare for races; it was a bit of a boast (he admits) that led him to remark, "I'll bet I could do as well as some of these drivers!" A car owner overhead the remark and tempted Ronnie with a ride. The "car," as some might have called it, was a decrepit-looking flathead-Ford-powered "T" roadster. Now this is where the story (in order to follow a movie-like beginning) should tell about our hero jumping into the car to win a novice race, then a heat race. Finally, he would go on to win the feature race. However, this isn't the way it happened. Ron *did* win the novice race, then a heat race. But, alas, he only managed to come in third in the feature.

**W**ith this not-so-humble beginning, Ron was irrevocably hooked on the sport. He was, by his own admission, quite cocky after such a debut. He reasoned that with his scientific mind and a real will to drive, he could burn up the tracks. It was about this time that the dreams of graduating as a physicist went out the window and Ronnie became a full-time race driver. Maintaining a decrepit car in racing trim, plus driving, made his racing career almost a 24-hour operation. To help cut down on maintenance time, he decided a little groundwork in auto mechanics was in order and he went to work for a dealership service department.

**W**ith all this experience in the familiar old flatheads, Ronnie set off on another adventure . . . he built his first car. This was a sprint car, rather conventional in most respects, but he departed from convention in the engine compartment.



The engine was one-half of a Hispano-Suiza V8 aircraft engine. The stroke, as Ronnie recalls, was in the neighborhood of six inches. Quoting Ronnie: "With that long stroke and with the high axle ratio we were running, I swear we'd get down the backstretch with only one revolution. As far as the tach was concerned, if we could believe it in the first place, the engine hardly got over 2800 rpm."

To be consistent, even the midget he campaigned was an odd-ball in the engine department. This was a '48 Ferguson tractor block and reworked crankshaft. The bore was four inches; the stroke three-and-a-half inches with two rods attached to each of the two rod journals. Instead of using a conventional head, Ronnie and the car owner made their own overhead-valve job. This was done to get the engine breathing the way they felt was necessary. Intake valves were two inches in diameter. To accommodate the new breathing characteristics, a new camshaft also was fabricated.

Because these weird contraptions and mechanical concoctions actually ran and ran well, Ron felt that his new career was well chosen. However, there were times in the early part of his venture when Ronnie's scientific mind got him into trouble. For example, after a few campaigns on the dirt-track circuit, he decided he was going to buck the accepted practice of going low in the turns. He reasoned that with the "parade" of cars following each other in the groove through the turn, it would be simple to go faster on the outer rail, free of interference from other cars. The next time out, which was at Toledo, Ohio, he put this theory into practice. As all the cars ducked for the groove on the low side of the track, Ronnie went bombing along the top edge. Just as he started to come out of the turn, one of the reasons for the "groove-driving" was brought quickly to his attention. As the cars below him accelerated out of the turn, all of them showered Ronnie's car with rocks and gravel. The deluge broke out the windshield and, in spite of the helmet, Ronnie even had a few goose eggs to adorn his head.

This initial experience of letting "science" interfere with common sense paved the way for other experiences a little less direct. Almost one entire afternoon was spent practicing on a track, trying to cut lap times. It seems Ronnie had trouble negotiating one turn. Time after time, he lost control and his lap times suffered. Ronnie says that common sense should have told him to quit for the day, but he was determined, then



Top left: One of the first cars Ronnie ever campaigned . . . a "T" roadster with a pre-war flathead Ford engine. Top right: Ronnie says that this "air-borne" condition happened much too often. Second from top: An early Kaplan sprint car. Third from top: Ronnie Kaplan in front of his "Chevy Shop" in Chicago, Illinois. Bottom left: Corvair with its mouth open—waiting for the Corvette engine to come from the balancing room in the background. Bottom right: The camera man sat where a Corvette engine will sit—behind the grille of a sprint car.

became absolutely obstinate, about not quitting until he had mastered that one turn.

On the sidelines, watching this head-beating performance, were a number of old-time drivers. There is an unwritten law among many of these drivers to never express themselves until asked.

Swallowing his pride, which had been thoroughly doused by this time, Ron cranked the wheel hard into the pits, slammed to a stop and piled out of the car. Practically with tears in his eyes, he asked Andy Linden, one of the all-time pros, what he was doing wrong. Andy's unscientific reply was, "You're doing everything right except you're not talking to yourself." This reply infuriated Ronnie at first, but then he realized that Andy wasn't kidding. Andy went on to explain that by "talking" yourself through a corner, it helps to relax some of the tension; helps in self-evaluation. Of course, to the uninitiated, this may seem like a far-out method. Far out or not, Ronnie took the advice and immediately hopped back into the car and took off. After a few more tries, he was able to negotiate the corner much faster than before. While this may seem like an insignificant incident to most people, Ronnie feels this simple piece of advice had a profound effect on improving his driving ability.

Campaigning the various race-car circuits in midgets, sprint and big cars carried him through the late 40's. In the early 50's he had some of his first important experiences with stock and sports cars. While he drove on occasion in these cars, his worth as an excellent mechanic became widely known. As a result, he was hired to work on some of the leading cars in major race circuits. Besides appearances in the pits at Indianapolis, he worked on the winning cars at the beach-road track in early Daytona days. He was a regular mechanic for Tim Flock. When he wasn't working in the pits, Ronnie still found time to drive his own race cars. His associations led to his role as chief mechanic for Jim Reed's short-track championship Chevrolet. He worked with Smokey Yunick on Herb Thomas' Chevrolet that also won one of the Daytona classics. Ronnie recalls with great satisfaction the times he worked in a rival pit and his car managed to beat the old master Smokey's cars.

Ronnie's real prominence as a mechanic came into full focus in the '58-'59 SCCA circuits. It was here that the Corvette, owned by Nickey Chevrolet in Chicago, and driven by Jim Jeffords, won every race

it finished! The car was dubbed the "Purple People Eater" by an enterprising writer because of the car's purple color. Ronnie was chief mechanic on the car during the entire period. Later in 1959, Ronnie traveled to the West Coast when the Scarab was purchased from Lance Reventlow to campaign under the Nickey Chevrolet banner. With the businessman Jim Jeffords driving and Ronnie Kaplan the physicist pitting, new laurels were heaped on this already famous car.

During 1960, Ron was crew chief for Bob Johnson's Corvette as it won the B-Production category. In 1961, it was in the runner-up spot. Since that time, Kaplan-prepared Corvette engines have appeared in a wide variety of machines that have made their mark on the SCCA and FIA circuits. To illustrate what the "Kaplan touch" means in a race car, his Cooper-Corvette made the scene at every major race in the January to March, Daytona to Sebring calendar. And in the entire period, there was no work done on the valves, rings, pistons, rods or any other major portion of the engine. Ron was so confident of the engine's ability to stand the strain that he didn't bother to take along a spare.

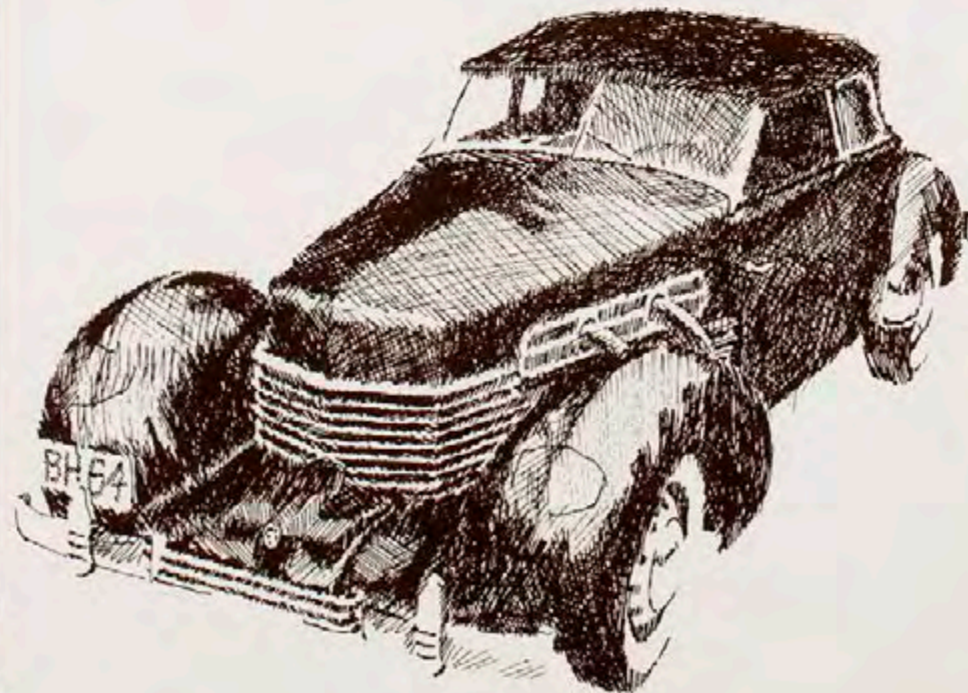
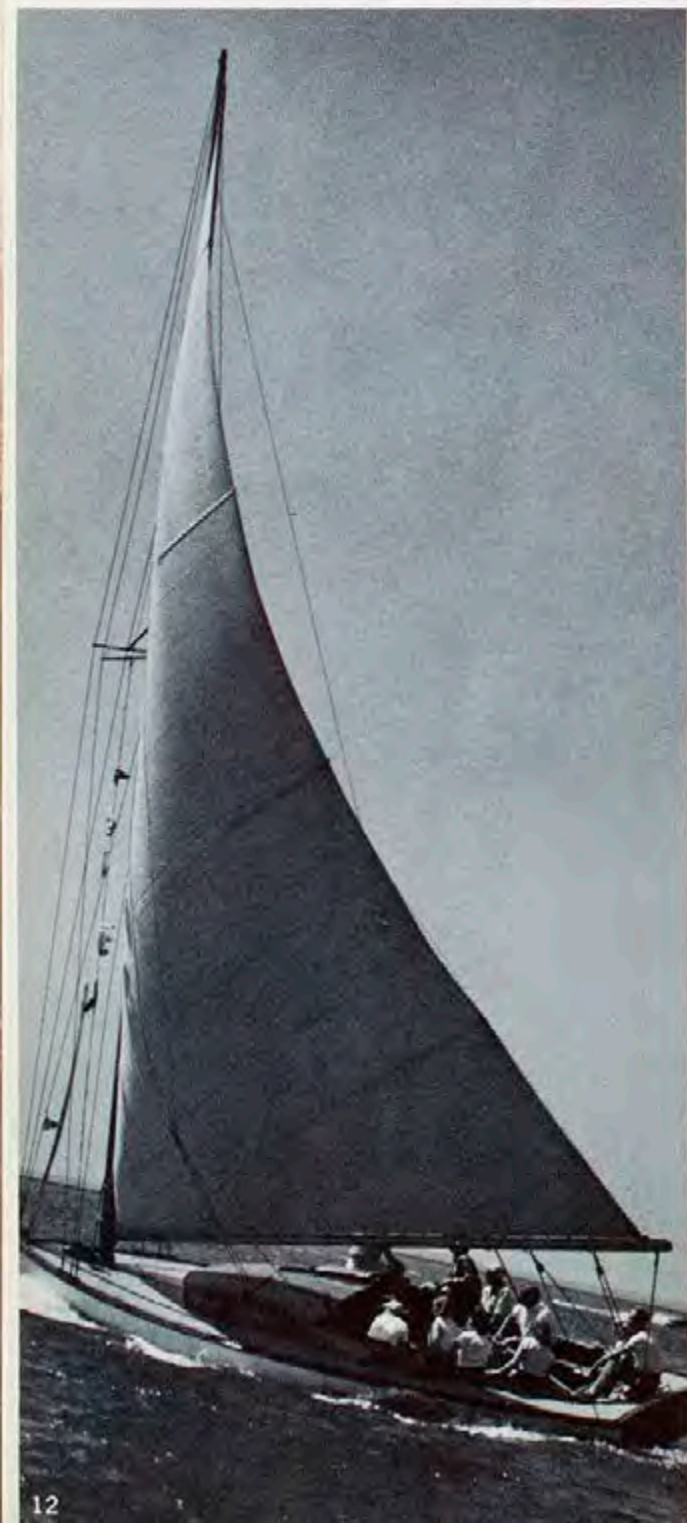
This know-how is now being put to other uses too, where it is available to more than just racing people. Back in 1961, Ron moved into a little shop of his own and here he began to accumulate equipment to carry him into the next major phase of his career. It had become almost a compulsion to run the kind of shop and offer the kind of services that would allow him to provide first-class engine building, re-building and repair work. His first shop allowed him to operate on a limited scale for about two years. In May of 1963, he opened his "Chevy Shop" at W. Grand Avenue in Chicago. He is realizing his ambition to have a complete setup for either general engine work or specialized performance work, both for individuals and dealers. Some of the equipment he has includes an engine balancer, block and head grinder, complete valve and honing equipment, line-boring and regular boring equipment. He also offers complete machine shop service with welding and lathe work as a specialty. He has the use of a dynamometer, but intends to install his own chassis and engine dynamometer in the future. At present, he has several employees, all experts in their own right. Some are former race drivers, but they all have one thing in common: a real desire to make engines perform.

Other than doing occasional pit work at major tracks and courses and traveling with some of his

cars, Ronnie presently spends most of his time in his shop. His cars include a Corvette-powered sprint car and the Cooper-Corvette. He still has a midget powered by an Offy. Lately, he has been called upon to make some unusual conversions, mostly involving Corvette engines. As shown in one of the photos, a recent project was to install a Corvette engine in a Corvair. The conversion worked out fine. The car itself now appears strictly stock except for an opening in the nose. By the time the Corvette engine was nestled in, there was no room left for the radiator in the engine compartment. Now, part of the "luggage" in front is a neatly installed radiator. This conversion has been receiving wide notice and many inquiries about similar conversions are being received by the shop. Ron says, with a grin, "You can mention that the address is 5915 West Grand Avenue, Chicago, Illinois 60639, and my phone number is 237-4488!"

Ron Kaplan likes to philosophize about the business of being a good mechanic. He feels that it should never be "just a job." When asked specifically about what he feels makes a good mechanic he replied, "A good mechanic is interested in his work, has pride in his work, and has a fair amount of craftsmanship and ingenuity." There is no question in Ron's mind about a good mechanic making out exceptionally well financially. He added that many Corvette owners and enthusiasts would be excellent automobile mechanics. This is because of the preponderance of Corvette people who are interested in automobiles and in well-maintained machinery. These are the basics that could make them first-class candidates. Asked where a person could start, brought the reply that the best place in the world would be the service department of a Chevrolet dealership. His reasoning is based on his long association with Nickey Chevrolet and his knowledge of the training programs available to dealership personnel.

Besides the desire to nurture his reputation as a high-quality engine and performance specialist, Ronnie intends to continue working primarily with the Corvette engine. He is thoroughly convinced that this is the finest engine to come along; that it, pound for pound, has no equal in durability or performance. And what about all the huge-displacement engines in the field? Ronnie's reply is, "Every time I take one of these Corvette engines apart and put it back together, I find out how to make it go a little faster and stronger!"



**A Grand Touring car is like climbing a mountain...flying a glider...surfing. It's the pleasure found in the going, not the arriving...in driving just for the fun of it. A car built to handle speed...to house two...to corner flat...to brake sure. A car that can be stripped bare for racing or loaded plush for traveling. In short, a Grand Touring car is a dual-purpose road vehicle that's a joy unto itself...like the '65 Corvette Sting Ray.**

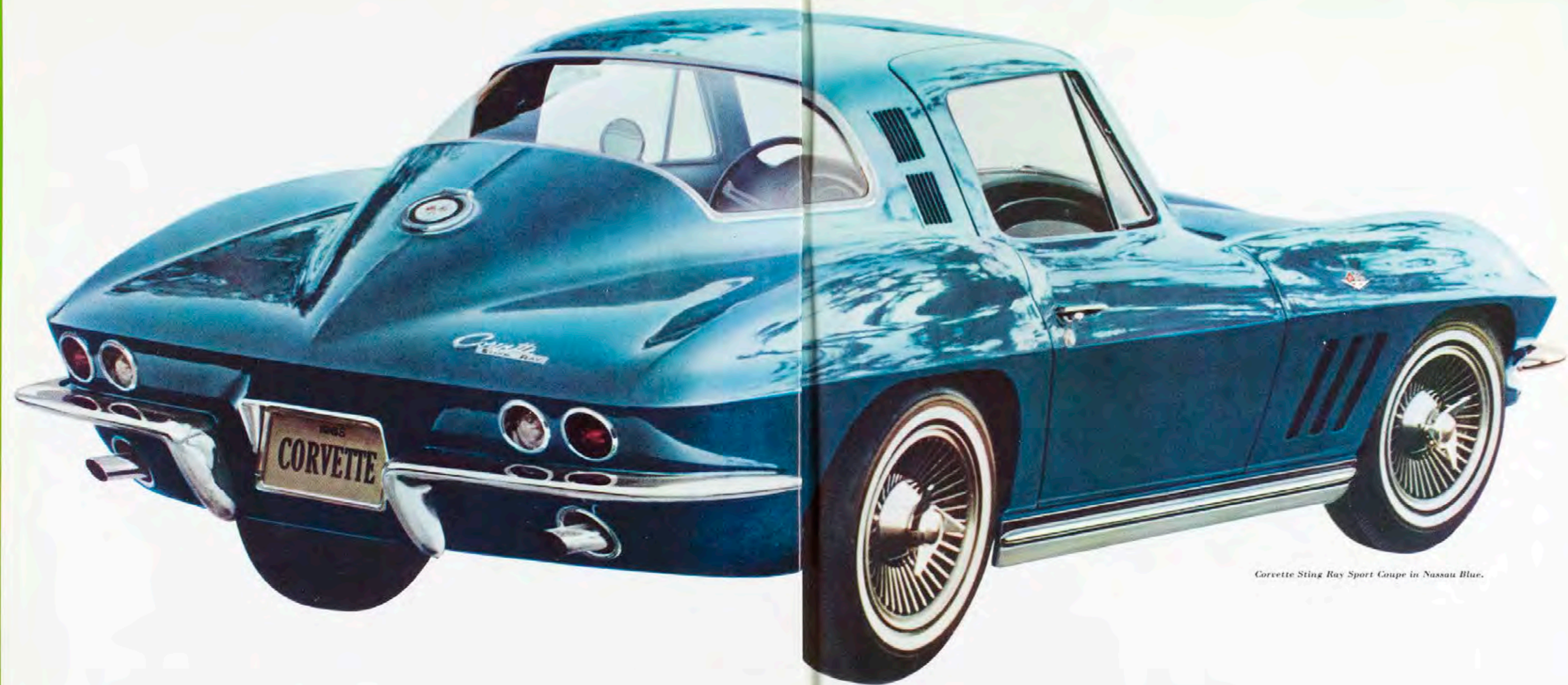
# Wheeling for the sheer sake of wheeling— that's Corvette by GT design & tradition.

If you own and drive a '53-'62 Corvette, you know what a Grand Touring car is. If you own a '63 or '64, you also know . . . only more so. Acquire a '65 and you're mighty close to the peak of that mountain. The '53 was designed with many GT basics: two-seat capacity, a 6-cylinder engine with enough go-power to let drivers know they were moving, fiber glass bodied for a degree of lightness, and others. Corvette's evolutionary years brought on such GT worthies as a V8, then one with fuel injection, the 4-speed gearbox, and added creature luxuries. Came the closed-model Sting Ray Sport Coupe with its 4-wheel independent suspension, and GT advocates became ecstatic. (By the way, all but the staunchest purists okay a convertible model as a true GT machine, so long as the Grand Touring ingredient of a sports-racing chassis is included.)

During this decade-plus span, Corvette proved the competitive side of its GT nature . . . starting at Pebble Beach in '56 and continuing at far-flung sites like Sebring, Riverside, Nassau, Elkhart Lake and Le Mans. Throughout the same period of time, thousands of owners proved the strictly pleasure side of its GT mettle . . . in untold numbers of weekend drives, rallies, Corvette Club gatherings and the like.







Corvette Sting Ray Sport Coupe in Nassau Blue.

## Corvette Sting Ray '65...disc brakes & new luxuries improve its GT character.

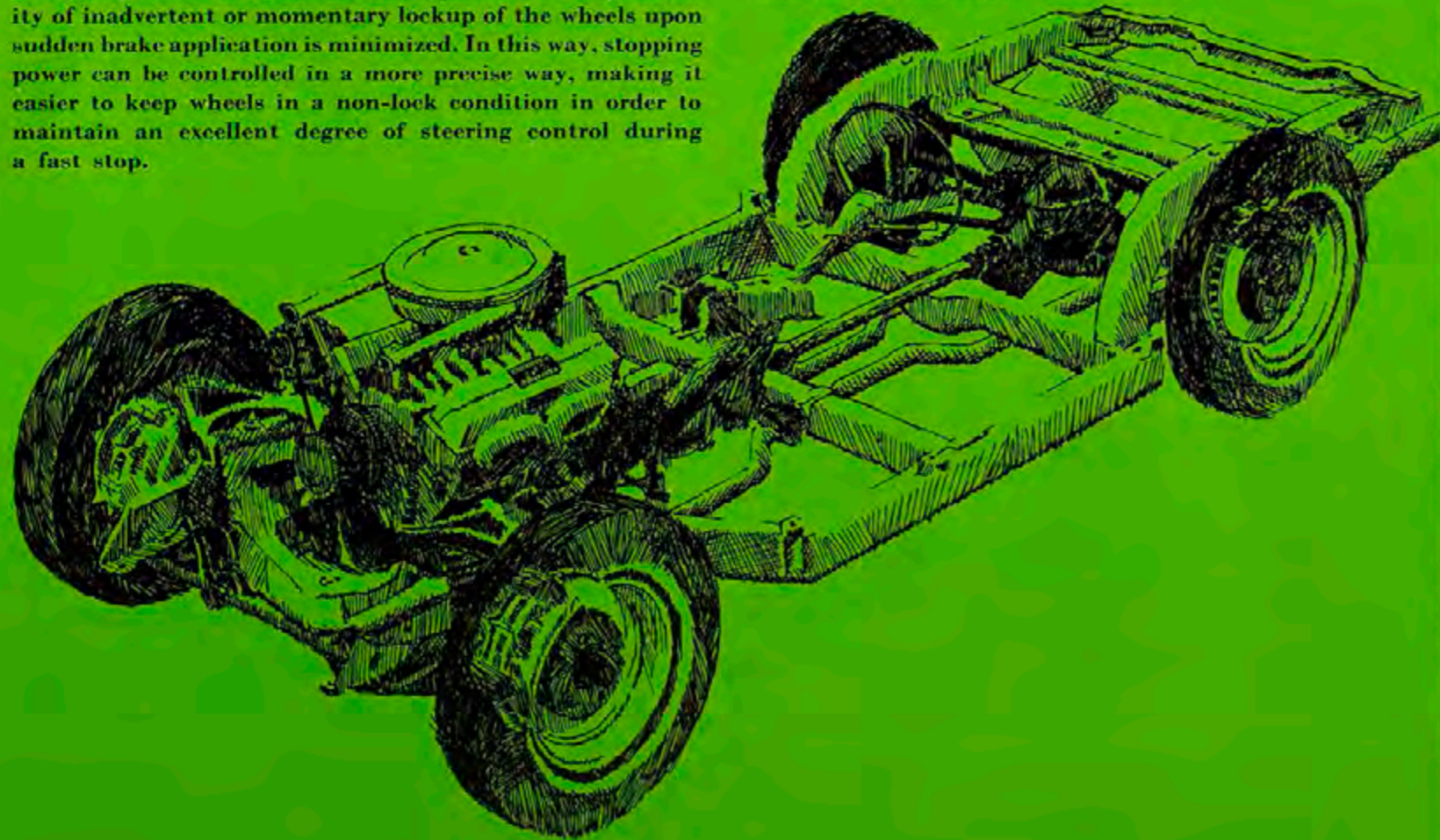
For Corvette's Grand Touring dual personality, the disc brakes *on all four wheels* are especially belts have retractors. There are new and more color selections, both inside and out. Telescopic significant. Competition-inclined enthusiasts will notice obvious improvements in braking steering column can be ordered that lets a driver position the wheel to his will. When it comes feel and stopping power. But even for everyday cruises, drivers should feel (and enjoy) a to power, a 350-hp engine highlights '65 changes. So much for briefs about some of the closer control over the car's action. As for the new luxuries, they simply take Corvette's already new features in Corvette GT. Now to more details about them as well as the carryover reasons elegant travel accommodations and go a step or two better. Seat trim is plusher. New seat that make Sting Ray '65 one of the most deeply satisfying driving habits in the world.

# 1965 Corvette has a GT foundation ...

In true GT tradition, the entire chassis system, including brakes and suspension, is designed to give a sureness on the road. This means the ability to negotiate the hairpins and S-curves with exhilarating confidence, the ability to bring exceptional braking power into play as the Corvette is snubbed down to a stop. In all, a control hard to imagine for the non-GT fan.

For '65, four-wheel disc brakes consist of a fixed caliper with a rotating disc at each wheel. Vise-like brake application force is exerted equally on each side of the disc at the same time. The rotating discs (or rotors as they are often called) are a new type that have ventilation ducts cast between the two rubbing surfaces. Caliper portions include large premium linings applied by hydraulic pressure. The linings actually exert a very slight, constant drag to give a wiping action while driving that helps keep surfaces clean, also linings dry and in adjustment. To compensate for normal weight transfer during hard braking, 65 percent of the braking power is on the front units, 35 percent on the rear. Ample braking reserve is assured through extra-large braking surfaces and exceptional cooling ability.

Unlike the curved contact of drum units, friction surfaces of the disc brakes are parallel flat planes. Performance-minded enthusiasts in particular will be aware of greater responsiveness plus braking action that's more directly related to foot pressure. And because there isn't the self-energizing action as in most drum-type brakes, the possibility of inadvertent or momentary lockup of the wheels upon sudden brake application is minimized. In this way, stopping power can be controlled in a more precise way, making it easier to keep wheels in a non-lock condition in order to maintain an excellent degree of steering control during a fast stop.



Corvette's four-wheel independent suspension is designed with unsprung weight as a major factor. Wheels can react individually with a minimum cross-transfer of forces. In the rear, the differential is mounted to the frame, so its weight is not part of the rear wheels (where the weight would bounce with the wheels to disturb ride qualities). Rear spring is a transverse multi-leaf type, firm enough for maximum control while still providing a good ride. The large variable-rate coil springs in the front suspension are stiffer than regular passenger cars' to comply with the GT concept of more road feel and control. Special freon-filled bags in the shock absorbers help prevent fluid aeration in hard usage.

Steering is quick—of the symmetrical relay type located entirely behind the front wheels. It has a recirculating-ball steering gear used in conjunction with the spherical joint front suspension to reduce friction, thereby reducing steering effort. The 20.2:1 overall steering ratio can be made even quicker by a simple forward adjustment of the tie rod ends. This gives a faster 17.6:1 ratio.

Body roll is controlled by a stabilizer bar connecting the lower control arms of the front suspension. The torsional action of the bar transfers side loading into resistance to body roll for flatter cornering. Frame is ladder type with box-section frame rails joined by five welded-in crossmembers. Weight bias is to the rear, giving a significant advantage in traction, handling and braking while still maintaining an acceptably gentle ride.



Corvette Sting Ray Convertible with hard top.

## ...in a GT form.

One of the differences that set Sting Ray apart from other cars is the reinforced fiber glass body. And one of the differences that set the '65 body apart from past ones is the bonnet. For '65, it's smooth. No simulated vents, no indentations. Real vents, however, the '65 does have . . . behind the front wheels. These functional vent-louvers help increase air flow through the engine compartment and radiator, cooling those areas for efficiency's sake.

There's a refined grille for '65, sporting three black horizontal bars in the center of the opening. New body sill moldings of aluminum add another styling flair. Wheel trim covers are freshly styled. Revised emblems also make the 1965 easy to recognize. Exterior color choices offer new Silver Pearl, Rally Red, Milano Maroon, Nassau Blue, Glen Green and Goldwood Yellow, plus the carryover favorites of Tuxedo Black and Ermine White.

Continued from last year are the twin retractable headlamps, wrapover doors in Sport Coupe, wrap-around bumpers, 2-speed electric windshield wipers, crank-operated ventipanes and separate tire stowage space with key lock. Also continued are the two body styles for three choices in GT accommodation.

The Sport Coupe is the GT purist's delight, while the Convertible is available with the folding soft top (in black, white or beige), removable hard top or both. Coupe and Convertible use the same one-piece underbody. And both include a strong steel framework that forms the basic substructure for the fiber glass reinforced plastic body panels.

Primary consideration in this design method, of course, is to arrive at a very solid body structure that is still lighter in weight than most other methods of putting a body on a car. But secondary benefits are almost equally important for Corvette's GT flavor: freedom from corrosion, stability of finish, ease of repair, high impact resistance and longevity. Acrylic lacquer finish is used because of its high resistance to fading, staining, chalking and chipping.



# The thrill of responsive performance...

Big-bore performance is a GT standard in every Corvette Sting Ray for '65. You reach the speed you want to drive in minimum time; your car responds to your desires in virtually every driving situation.

New to the line for '65 is a husky 350-hp Corvette 327 V8. Torque is rated 360 @ 3600 rpm. It is very similar to the 365-hp Corvette V8, with the major difference in the camshaft and valve lifters. Hydraulic valve lifters are used in conjunction with a special camshaft for allowing high engine speeds while still maintaining quiet operation for "street" use. A special tachometer is used, redlined at 6000-6200 rpm. Like the 365-hp engine, there are bright accents, including the air cleaner. Finned aluminum rocker covers. A larger sump allows for a five-quart oil capacity (six quarts with filter change). Also included are the ultra-high 11:1 compression ratio, largest four-barrel Corvette carburetor and larger valves. This new 350-hp engine is available only with the close-ratio 4-Speed.

Standard engine is an improved 250-hp version with new cylinder heads and bigger inlet valves. Torque-rated at 350 lb.-ft. for GT performance, it has a single four-barrel carburetor and hydraulic valve lifters for simplicity and ease of maintenance. The 300-hp engine (incorporating a somewhat larger four-barrel carburetor and 360 lb.-ft. torque rating) is continued for '65. The 365-hp Corvette V8 is also continued and features the special cam for mechanical lifters and 6-quart oil pan (with filter change).

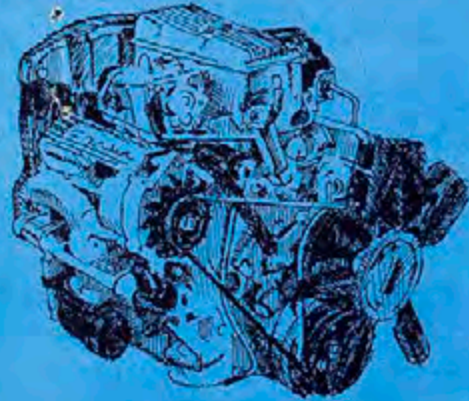

The 375-hp Ramjet Fuel Injection V8 is again offered as

the highest output for '65. This renowned power plant has the same high-performance components as the 365-hp engine, plus the proved fuel injection system for the ultimate in response.

The 2.5-in. exhaust system is included with the 350-, 365- and 375-hp engines; also the 300-hp when equipped with 4-Speed transmission. Mufflers utilize liberal amounts of aluminizing and stainless steel to assure excellent protection against corrosion.

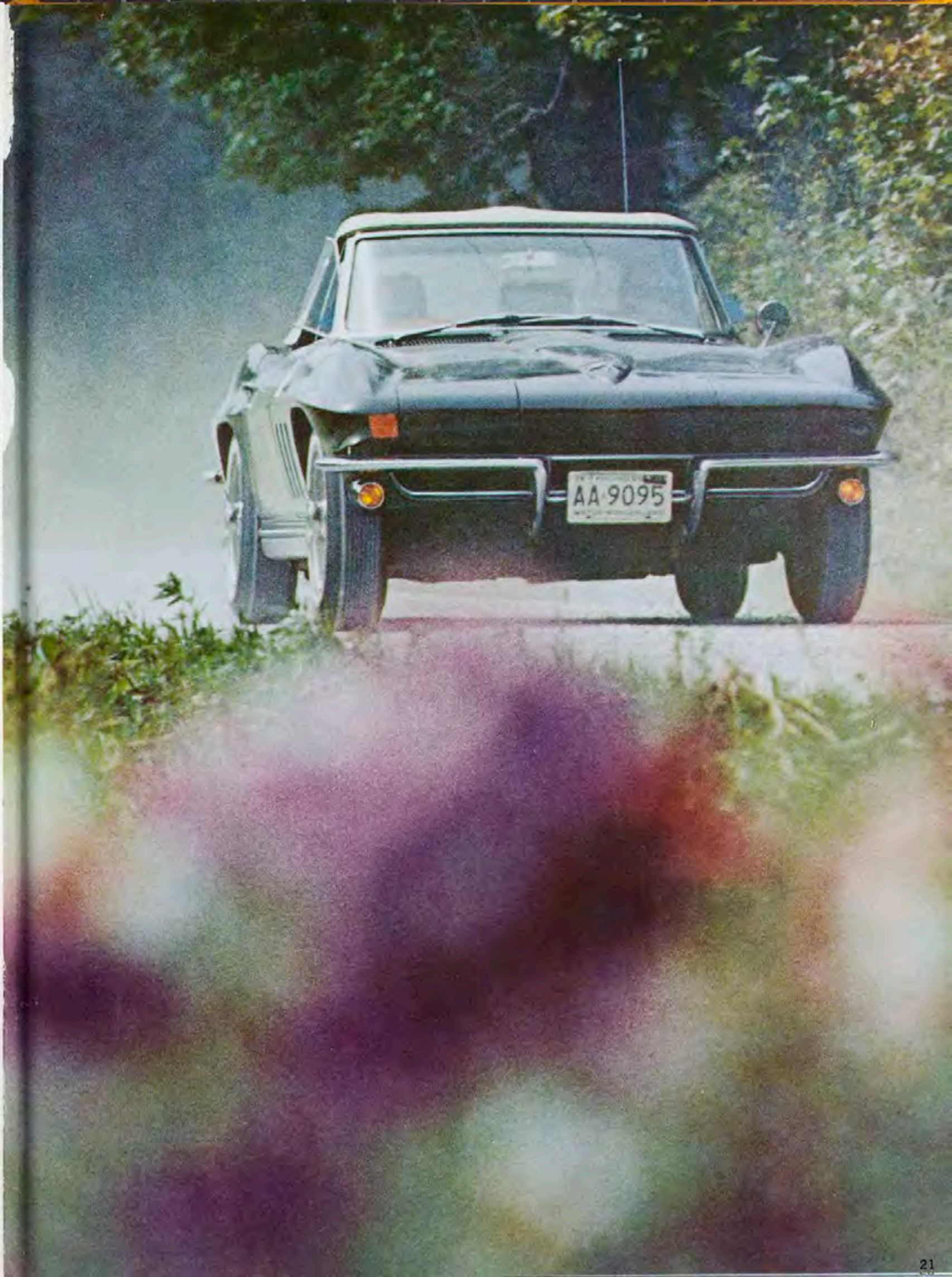
Converting the big-bore power of the engine to driving ranges are three versatile Chevrolet-built transmissions. All are floor-mounted with shift levers in the center console. The most popular, of course, is the 4-Speed Synchro-Mesh which is available with any Corvette engine. This transmission is a revelation in smooth, positive shifting. A reassuring fine-machinery feel greets every shift into gear; every forward speed is fully synchronized. Gearbox ratios are tailored to engine power. The 3-Speed Synchro-Mesh is standard with the base 250-hp engine. Powerglide automatic is available with either the 250- or the 300-hp engine. For the first time, Corvette's Powerglide incorporates a "straight-line" shift pattern which results in a more direct selection than previous designs.

The '65 clutch continues as the high-capacity diaphragm-spring type. Also continued is the 12-volt electrical system with Delcotron diode-rectified air-cooled generator rated at 9 to 37 amperes. Radio-equipped cars get a specially shielded ignition system to prevent radio interference.

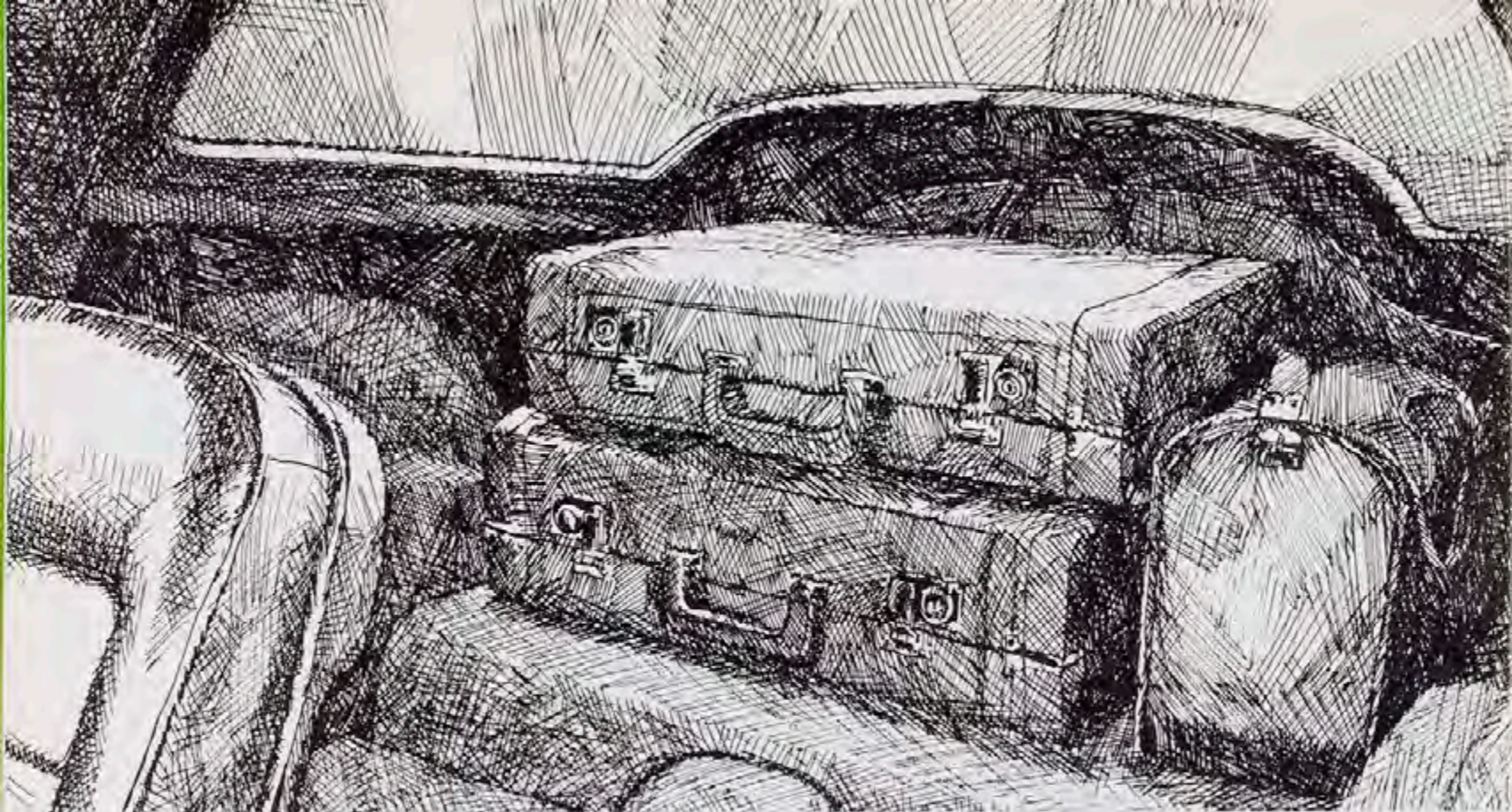
	ENGINE BORE & STROKE	HORSEPOWER & TORQUE	INDUCTION SYSTEM	C.R.	CAM & LIFTERS	TRANS. MISSIONS†	AXLE RATIOS	
							STD.	POSTI-TRACTION
	STANDARD ENGINE							
	327-cu.-in. V8 4.00 x 3.25 in.	250 @ 4400	4-BBL Carburetor Dual-Intake Air Cleaner	10.5:1	General Purpose Hydraulic	3-Speed 2.58:1 first	3.36:1	3.36:1
		350 @ 2800				4-Speed 2.56:1 first		
		Powerglide				3.36:1		
	EXTRA-COST OPTIONAL ENGINES							
	327-cu.-in. V8 4.00 x 3.25 in.	300 @ 5000	Large 4-BBL Carburetor Dual-Intake Air Cleaner	10.5:1	General Purpose Hydraulic	4-Speed 2.56:1 first	3.36:1*	3.08:1 3.36:1
		360 @ 3200				Powerglide		3.36:1
	327-cu.-in. V8 4.00 x 3.25 in.	350 @ 5800	Special 4-BBL Carburetor High-Flow Air Cleaner	11.0:1	General Purpose Hydraulic	4-Speed 2.20:1 first	3.70:1	3.55:1 3.70:1 4.11:1
		360 @ 3600						
	327-cu.-in. V8 4.00 x 3.25 in.	365 @ 6200	Special 4-BBL Carburetor High-Flow Air Cleaner	11.0:1	Special Purpose Mechanical	4-Speed 2.20:1 first	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1
350 @ 4000								
327-cu.-in. V8 4.00 x 3.25 in.	375 @ 6200	Ramjet Fuel Injection Special	11.0:1	Special Purpose Mechanical	4-Speed 2.20:1 first	3.70:1	3.08:1 3.36:1 3.55:1 3.70:1 4.11:1 4.56:1	

†4-Speed and Powerglide are extra-cost optional transmissions.

\*3.08:1 Performance Cruise axle ratio can be specified.



Shown at right: Corvette Sting Ray Convertible in Tuxedo Black.



## The luxury of comfortable appointments.

Make no mistake about what Corvette or any other true Grand Touring car is and is not. It is *not* just another means of automotive transportation. It is luxurious and pleasure-filled traveling for two, a different kind of driving experience. And nowhere is the new Corvette's luxurious part more evident than in the interior. For '65, it's received a major refashioning. On the bucket seats, composition of the new trim is an extra-rich and extra-soft vinyl. Thicker than many vinyls, it has a very cushiony feel. If you like, you can take a different upholstery route and order genuine leather in any of the '65 color choices. There are ten of these color-keyed choices in all, including two completely new hues (maroon and green) plus a medium blue replacing '61's dark blue.

A change that all Sting Ray followers will notice is the ignition switch. Now with just four positions (Accessory, Off, On, Start), the new setup permits removal of the key only when the ignition is locked. Another change puts retractor mechanisms on the outer seat belts, along with clasps to attach the inner buckles.

For the ample luggage area (a must, by the way, in any GT car worth its salt), the carpet is molded to all contours for an added look of elegance. Inside door panels incorporate new molded construction. Door pull-handles now are separate from the armrests.

You'll find such familiar Corvette standards in the instrument cluster as tachometer, matched speedometer, re-settable trip odometer, temperature gauge, fuel gauge, oil gauge and headlamp retractor switch. The center of the cockpit contains a new electric clock, heater controls, AM/FM radio (if you specify one) and the sporty console with transmission lever and ashtray. Glove box and behind-the-seat under-the-floor stowage compartment round out this emphatically Grand Touring interior.



## For Sunday cruise or slalom, extra-cost options add to Corvette's GT personality.

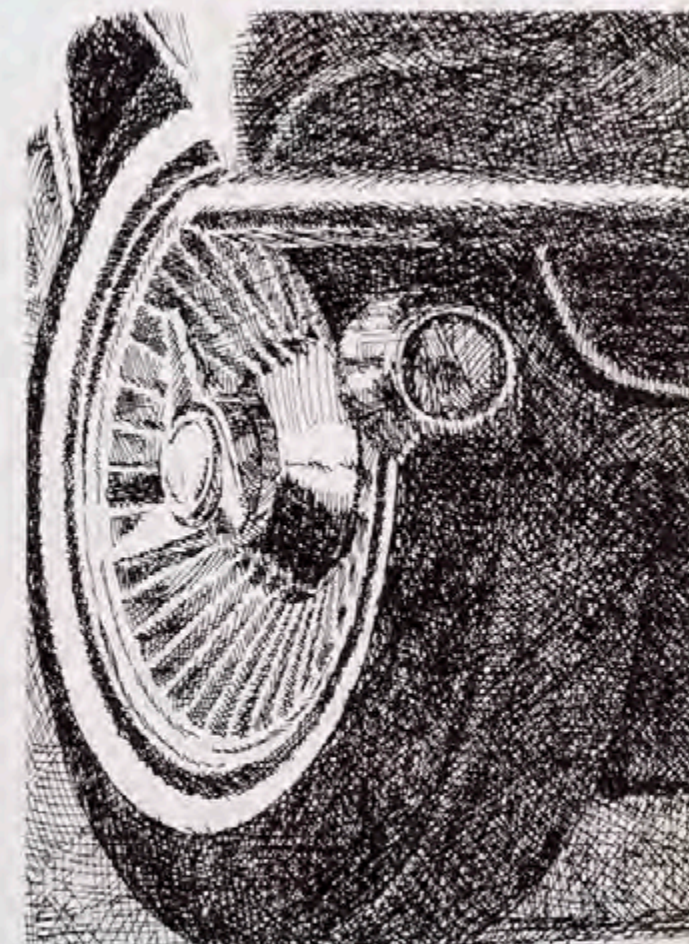
Probably no single option enhances the competitive urge of Corvette's GT makeup more than F40. Order this number and your '65 Corvette comes equipped with *special front and rear suspension*: rear spring rate of 305 lb.-in.; front spring constant rate of 550 lb.-in.; 1 3/8-in. rear shock absorbers; recalibrated front shock absorbers; and a beefier .94-in.-diameter stabilizer bar. Other optional chassis items include a *choice of six axle ratios for high-performance engines with Positraction*. For brakes, there are two types of options: *power-assist* for the standard ventilated disc-type brakes or *conventional drum-type brakes with organic linings*. A wide variety of tires includes special-performance types. Continued are the *cast aluminum wheels with wide-base six-inch rims and knock-off hubs*.

The new *telescopic steering column* allows about 3 inches of fore-and-aft adjustment to bring the steering wheel to the best driving position. Adjustment is made quickly and easily by means of a movable collar in the center of the steering wheel.

In addition to the optional engines and transmissions spelled out on page 20, you can specify a *36-gallon fuel tank (for Sport Coupe only)*, *transistor ignition system* and *off-road service exhaust system*.

As for body options, the *AM/FM pushbutton radio* features a new electrically operated antenna. *Four-Season air conditioning* is as good as ever, while *Soft-Ray tinted glass* is again available. You can specify *power-operated side windows*; *natural wood-rimmed steering wheel*; *leather upholstery*. If you select a Convertible, either the soft top or hard top comes without added cost; but if you want both tops, you pay extra for the *hard top*.

Rest assured that whatever options you pick, you're not straying from the GT manner. Remember, that's the name of the GT game—maximum road pleasure in a car beautifully built for two.



A fresh boneless chicken . . .  
 navigators dipping in a lake . . .  
 and a concourse highlight  
 hijinks at

# THE NATIONAL COUNCIL'S FOURTH CONVENTION

"Now you'll have to use a little ingenuity to find these items. You'll have plenty of opportunity to collect them during the rally." "These items" the rallymaster was talking about included a cooked noodle, a horse's hair, some foreign stamps . . . and a fresh boneless chicken. The last goodie was to prove a stumper for many of the rallyists. Rallyists at a Corvette Convention? Yep . . . and gymkhana experts, swimming fans and party couples, too. This was the fourth annual National Council of Corvette Clubs, Inc., Convention, held at Cadillac, Michigan.

The entrants, over 60 strong, took off on their zany (albeit scenic) rally route. Among the stops: Michigan's Caberfae Ski Lodge to make a phone call back to the headquarters motel (one of the instructions); a checkpoint at a scenic overlook; a trip through a cemetery to discover when poor Elnora Watkins passed on (she departed in 1954); a swim in a spring-fed lake plus some enjoyable driving over paved back-country Michigan roads. The route, like the play, was the thing, although finding the scavenger-hunt-type objects occupied many couples' hours on the road. After all, they had to bring back that "fresh boneless chicken." And the dip in the lake was variously reported as, "Brisk!" "Brrr!" and "Ooooo! That smarts!" Later rally entries soon found that covers from old *Look* magazines vanished post haste and 1953 pennies (both required items) seemed to become collectors' items.

It was over in a few hours—and the rallyists came in with their treasures. Yes, most of them had their *Look* maga-

zine covers and the 1953 penny. Everyone even brought in a required three leaves (no poison ivy in the lot, either).

But the great equalizer was—you guessed it—the "fresh boneless chicken." It must be said that a great deal of thought was put into that singular item. Some drivers bought a can of chicken noodle soup and extracted a minute chunk of chicken (and also satisfied another requirement: the cooked noodle), while some intrepid contestants actually purchased a chicken and skinned it out then and there. (All *Corvette News* readers must know by now that what was sought was a mere fresh egg.)

High-spirited fun and frolic prevailed throughout the fourth National Council Convention, including a quick gymkhana in front of the Caberfae Motel headquarters, participation in a "Sports Spectacular" parade in Cadillac's downtown environs, a chuck wagon dinner, an Indian dinner (complete with costumes) and a formal sit-down steak dinner hosted by Chevrolet. In between there were meetings for governors and members, hosted parties nightly and lots of Corvette note-swapping. Only one person was thrown in the pool this year compared to virtual legions so inundated last year at Baltimore; the hapless soul involved committed the heinous crime of having a birthday on Friday, July 17.

The Convention planning began early in 1964 when all of the Michigan Council Clubs adopted a "divide and conquer" technique. Each club would assume one major responsibility and

the officers of the Council would tie the ends together. Everything suited the member clubs, and organization was underway. Convention leaders called for a four-day gathering—from Wednesday, July 15, through Saturday, July 18. Sunday was reserved as "rest up and drive home day"—a feature well appreciated by out-of-towners who drove long distances. Wednesday was devoted to a party and twist contest; Thursday was gymkhana day followed by the chuck wagon dinner; Friday was the governors' meeting and rally; Saturday combined the parade through Cadillac with a concourse in the afternoon topped off by the sit-down steak dinner and awards banquet.

Wednesday's registration, ably aided by the Corvette Club of Michigan, took in a covey of registrants. Wednesday night, amid the clinking of glasses and the clatter of the jukebox, the volume of the outcornered market on the bars in that made by the glasses and renderists during Friday's rally. Not so . . . conversation below an absolute shout were n't enough to feed the voracious appetites of the staff, let alone have drowned out several jets passing directly overhead. It didn't drown out the enthusiasm, however, as twist and limbo contests were organized. Phyllis and John Firment from the Corvette Club of Michigan took the honors in twisting while Bob Ricks from the Corvette Club of Ontario proved another sumptuous buffet before setting out on the afternoon rally. This



Top. "Not that it's chilly, but let's get out of here!" Middle, left. Rallyists getting the final scoop. They went on a modified scavenger hunt. Middle, right. "The next number is for couples only." Bottom. Jim and Caren Evans display their rally hunt trophies including the fresh boneless chicken.



Anatomy of a Fun-Kana: first the start, then the turn, then the classic leap, then the balloon pop with a dull blunt weapon, then the return to the car, then the artful throw of an unweighted paper napkin into a bucket.



Above. Three rallyists fulfill one rally instruction: call the Caberfae Lodge. Left. Heap-um music like no Potawatomi ever heard.

venture has been recounted, except for the winners. In third place, Terry Scott and Jerry Brondyke; in second, Don Eichstaedt and Jack Boyett; and the winners were Ed Butcher and Dave Dimmick. Of interest was the skill displayed by Butcher/Dimmick in their mileage: they came in with 107.4 elapsed miles on their odometer. The official rally mileage was 107.8.

In the evening, the group whooped it up—authentically. Indian costumes were class A's for the night; everyone had to be appropriately dressed (complete with a feather and headband) and painted with Indian-type markings on their faces. After the buffet (and the birthday celebration in the pool), it was back to the tennis courts for dancing. A bunny hop followed, the headdresses bobbed and weaved, dipped and flew; all thoroughly enjoyed themselves.

Saturday morning dawned for some about 1:00 p.m. For the alert and kicking, however, there was the parade in Cadillac at 12:45 p.m. The afternoon was devoted to the concourse. The Council's Convention coincided with Cadillac's "Sports Spectacular"—a pageant and parade emphasizing the

year-round versatility of Michigan's climate and sports potential. The pageant was indeed well organized. Members of virtually every civic, fraternal and political group within miles participated. Organizers of the Spectacular invited the Corvette conventioners to join in, and 67 did. The Corvette coterie caused quite a stir among the townspeople. The entire crowd came up to the curb to ogle as all 20,161 cubic inches of Corvettes idled by. According to several of the Corvette participants in the review, one of the local radio announcers describing the parade nearly fell off his stool when the Corvette assemblage hove into view.

After the parade, the concourse preparations occupied the contestants' collective times. An esteemed judging committee made the rounds and withheld their findings until the evening banquet. For the non-entrants, it was a good time to look at some really well-groomed cars, enjoy refreshments or simply take a nap. After the concourse was concluded, each club held its special hospitality room open (as they had done most of the rest of the Convention) for a couple of hours prior to

dinner. During this time, the *Corvette News* personnel visited many of the clubs, talked to the members and learned what they felt about the National Council and its importance. Members Bob and Audrey Ruth, Frank and Rene Goss, Mike and Elaine Wilfong reported that their Michiana group really liked the Convention. Other members present echoed the comment and added that Van Gates, their club sponsor, was himself a National member. Michiana's hospitality room was always well attended and never lacked participation or conviviality.

At Corvette Club of Michigan, Ralph and Phyllis Henning, club president and secretary, held forth over a profusion of refreshments. Talking club members Sparky and Rubi Kallunki, Carol and Jim Evans, Gerry Smith and Jim Coan, one got the distinct impression that CCM was up there to have a good time. The club's sponsor, Dawson Taylor Chevrolet in Detroit supplied the hospitality suite and much of the refreshment. While discussing the Council, Lou and Gil Royce summed up the club's feelings with the comment, "We think there's great

potential as yet untapped. We've seen a lot of progress lately, and we think the next few years are going to be big growth ones for the National."

Some 12 members of the Corvette Club of Battle Creek made the scene. Norm VanderPlaats, member and National's magazine editor, was enthusiastic about this year's Council progress. "The NCCC has shown more growth this year than since its first year—and we think we're on the way to eliminating our far-reaching communications problems." Norm went on to add that DeNooyer Chevrolet in Battle Creek was the club's sponsor and had provided their hospitality room.

Grand Valley is located close to Grand Rapids, and unless you're from the area you'll likely search the state map looking for the name. Bill Thiele, club president, explained that the club is located in Ada, Michigan, which, he said, "Everybody knows is just outside of Grand Rapids." It was the Grand Valley crew who put on the Wednesday night twist contest, Friday's fun-kana and the Saturday rally. One of the newest NCCC members, GVCC members felt the National helped bond Corvette

Clubs closer together. They especially liked the Council's increased regional activities.

We talked to the "Good Guys" from Kalamazoo after the Grand Valley session. Ed Butcher summed up KCC's feelings thusly: "We feel that every group of common-interest clubs needs a national organization. The common interest and communication fostered by the NCCC help us get together with other clubs in our area and learn about clubs geographically too far removed from us. It's the type of activity a local club can't do on its own."

Juris Skujins and Bud Johnson drove up in a marathon effort from Huntsville, Alabama, and promptly earned the trophy for the drivers making the longest trek to the Convention. Talking with Juris and Bud, it was learned that their members come primarily from the aerospace industries in Huntsville. Many of the Heart of Dixie Corvette Association members work at Boeing's facilities there, while others are situated in related businesses. Bud feels the National offers real growth potential in the Southeast, and that NCCC can work for the improvement of events

between member Corvette Clubs.

Howard Fetterolf, a member at large from Schuylkill Valley Corvette Club, told of his enthusiasm for the Council. "In Pennsylvania, we have a great many small sports car organizations. None has the scope that the NCCC shows, and I think it'll be a good thing for Corvette Clubs throughout our area." Both of Howard's parents made the Convention, too, in their '64 Corvette.

Ontario was in attendance again, as enthusiastic as ever. After the 1963 Convention, Canada's only Corvette Club joined the National and lent it an international flavor. According to CCO members, the National serves as a building block for their club and helps attract new members. Currently, Ontario has 37 members. "This might not seem very large to you chaps in the States," said Bob Ricks, "but remember that a new Corvette costs \$6,500 and more over in Canada. Used machines are correspondingly high. You have to be a real enthusiast to spend that much money."

Capping the *News'* interviews was one with Michigan's newest group, Barons Corvette Club, located in



Oscoda, Michigan. Most of the membership is either allied with Wurtsmith Air Force Base or in nearby Oscoda. Members feel the activities of the National show good organization and help a small club participate with other Corvette owners they couldn't otherwise meet.

General feeling about the Council was it was doing a good job. It had taken great strides in overcoming a vast communications problem. Regional activities offered Corvette Clubs in their areas opportunities to hold events with other Corvette owners with National's prestige. In total, the Council is fulfilling a need individual clubs can't do for themselves. And according to a majority of the Corvette owners, this is really what they feel the National Council of Corvette Clubs is all about.

At Saturday evening's Chevrolet-sponsored sit-down dinner, the steaks were never better. And the repast prepared everyone for the speeches and awards that followed. Results of the concourse were announced: tied for second in the '61 and '62 class were Bill and Ardith Packer's red '62 (Corvette Club of Michigan) and Don Bisceglia (Kalamazoo Corvette Club).

First place was taken by Bill and Eleanor Thompson in a '61 (Corvette Club of Baltimore). Fred Klinger (KCC) took second in the '63-'64 class, while the winner was Ed May, a member at large from Piasa Corvettes in Bloomington, Illinois.

The '58-'60 class winner was Don Hoskins (Corvette Club of Iowa). The '56-'57 class was hotly contested by Gary Cross (CCI) with a second and winners Fred and Rene Goss' immaculate 1956 (Michiana). Gary Cross won the P. A. Sturtevant trophy for mechanical excellence.

Norm VanderPlaats and Tom Koets were given awards for Blue Bars (the National magazine). Joel Thomas (Corvette Club of Michigan) won the men's high bowling trophy while Marlene Bisceglia (KCC) took the women's bowling trophy. (Organized bowling combats were among the sundry activities at the Convention.)

Then a special set of awards followed. At the 1961 Convention in St. Louis, Gordon Miller, official badge supplier to Chevrolet and the National Council, gave a President's Trophy to be awarded by each National president to the member who made the most valu-

able contribution to the Council. For this special award, all three presidents were asked to choose their most valued Council members.

The Council's first president, Richard Wolf (Corvette Club of Michigan), presented Andy Baumgardner (Corvette Club of Cleveland) as his choice. Jim Hopp (Capital City) past president, presented his award to Darwin Thomas (also Capital City). Art Miller, current president, gave the award to Norm VanderPlaats (Corvette Club of Battle Creek).

The Council's award to the most valuable club was presented to the Corvette Club of Michigan. Council fathers decided that CCM and Grand Valley Corvette Club had tied in their efforts and a drawing decided the winner. GVCC was given a consolation award.

Capping off the awards marathon was the attendance award, given to Kalamazoo's "Good Guys."

The Council left Cadillac with an increased feeling of accomplishment and a clamoring for next year's Convention. Art Miller has plans for increasing both Council activity and membership. Art Miller who attended 1964's Convention address is listed in the Club Directory on page 30 for all Corvette Clubs wisteam, doing more exciting things and might want to discuss the Council offering even better activities for its benefits to them. An activiti-



Above, left. President Art Miller, right, receives trophy from John Miller, left, while Gordon B. Miller looks on. Above, right. Coterie of Corvettes bring the crowd to its feet in Cadillac, Michigan's "Sports Spectacular" pageant. Bottom. Well-groomed steeds awaiting the judgment.





