CORVETTE NEWS

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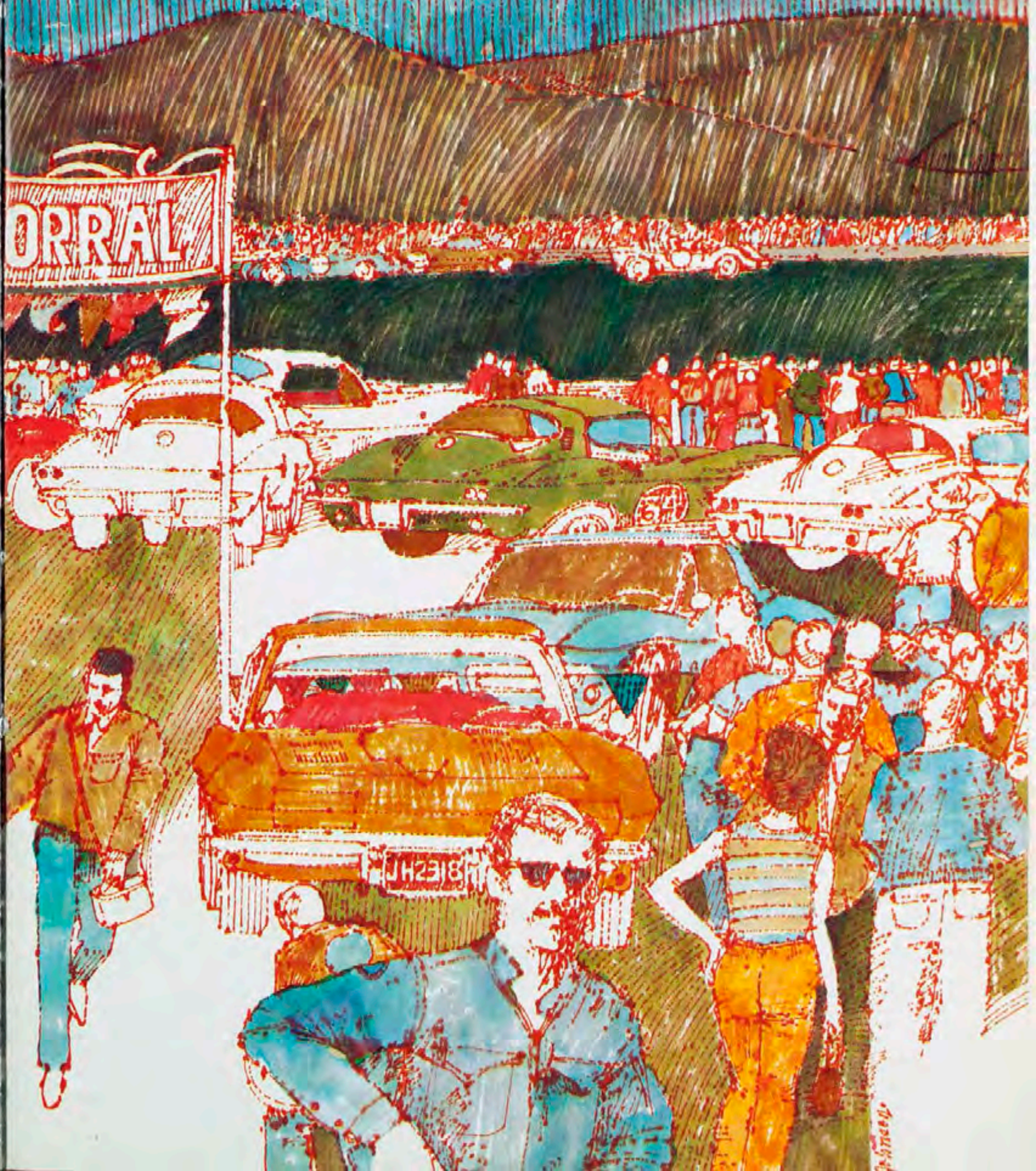
NO. 3

FOR CORVETTE ENTHUSIASTS



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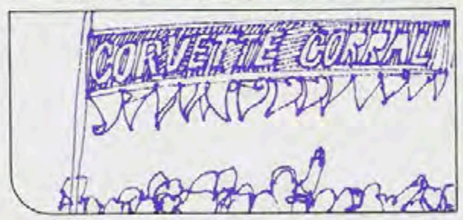
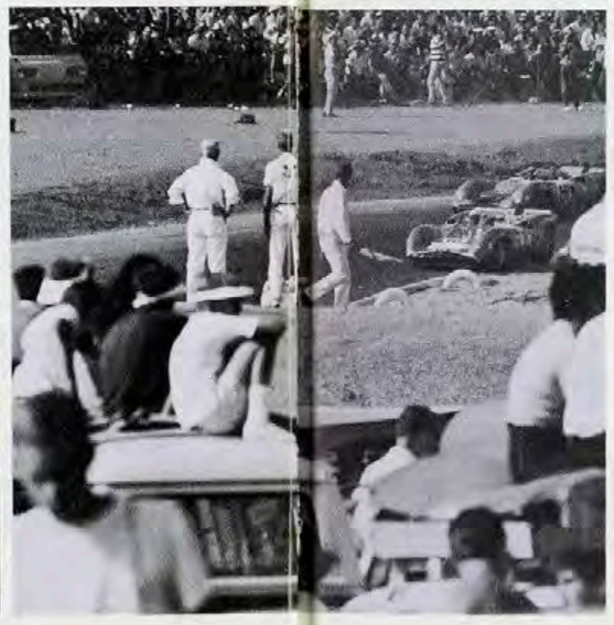
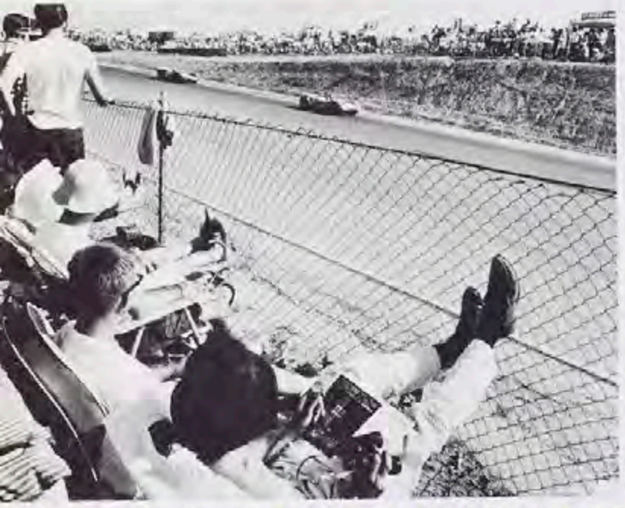




CORRAL SOME FUN

like they did at riverside!

In reality, the annual October Riverside set-to is two contests. People driving machines from practically everywhere compete for the best vantage points to watch other people driving machines from practically everywhere compete for a coveted place in the annals of sports car racing record books. In other words, at Grand Prix time prime spectator real estate is hard to come by. And when a record 84,478 enthusiasts set up camp for the race festivities, a good spot from which to view the derring-do is almost impossible to find.



TOP: Competitors slip past the Corvette Corral in Turn 7A and set up for the run down Riverside's back straight. LEFT: Stand up, sit down, lean back. That's the order for watching the Grand Prix's progress. MIDDLE: Many of the corraled Corvettes included oversized tires and modified body work. MIDDLE RIGHT: Jim Hall and his Chaparral 2C tour the course during morning practice. BOTTOM CENTER: Surely a man must rest! Especially after getting up at 3 am to get to the corral. BOTTOM RIGHT: A number of Corvettes arrived in concours d'elegance condition.

There is an understandable reason for all the congestion. Personages the likes of Clark, Hill, Jones, Hall, Gurney and McLaren come with the finest racing machines in the world to contend for all the glory, championship points and prize money attendant to the epic confrontation officially listed on the F.I.A. calendar of events as the Times Grand Prix.

While they are usually snapped up quickly, the sprawling 2.6-mile Riverside circuit offers a number of excellent locations from which to enjoy the goings-on. Turn 7A is such a place. From there, one can follow the competitors' progress as they streak up the short chute from Turn 6, slip through the big "S" that is Turns 7 and 7A, then barrel down the 3,168-foot back straight toward Turn 9 and the Start-Finish line. Indeed, Turn 7A is a fine spot to enjoy the race. In fact, it's an ideal location for a Corvette Corral and that's exactly what occupied some 200 feet of choice track frontage along Turn 7A for the '65 Riverside Grand Prix.

This particular club-sponsored Corvette Corral was the brainchild of Bob Wingate of the Clippinger Corvette Club and John Carney of the Ventura Corvette Club. Bob and John first hit on the idea last summer after reading in CORVETTE NEWS of the highly successful Chevrolet-sponsored corrals at Sebring and Road America. After some soul searching as to the feasibility of such a project, they decided to bring up their idea for a vote at their respective clubs' next meeting. The outcome of the ballots was resplendently represented in Turn 7A at the '65 Riverside Grand Prix.

Their corral was a tremendous success. With flags and banners flying, the gates opened at 7 am to receive visiting Corvettes and those Corvairs from the dual-marque clubs. In they came. So quickly did they come that, by mid-morning, the corral's capacity of 115 vehicles was reached and the entrance had to be closed. In all, over 300 people representing 16 Corvette Clubs from 10 states were there for the main event.

Meanwhile, out on the course, morning practice was taking place. Jim Hall, who had qualified second, was experiencing suspension difficulties with his Chaparral 2C and eventually withdrew. But for Dan Gurney's McLaren-Ford and Paul Reinhart's Genie, things couldn't be better. Both tripped the speed trap on the back straight at 160 mph. As race time closed in, all indications pointed toward one of the fastest Grand Prix's Riverside had ever witnessed. No one was to be disappointed.

At 1:06 pm, after a slight delay on the starting grid, the 8th Annual 77-lap, 200.3-mile Times Grand Prix was underway. It was a classic affair. The kind Glen Davis of the Los Angeles Times envisioned when he inaugurated the event back in 1958. And the happenings made for plenty of conversation and conjecture throughout the afternoon as trouble plagued most of the big names.

In the end, after everybody had had their chance, it was Hap Sharp driving the Chevy-powered Chaparral II to victory in record style. Jim Clark and his Lotus-Ford ran second.

At the corral, it had been a terrific day. Over 1,500 spectators had stopped by to visit. And now that the race was finished, the main topic of conversation was fast becoming how the Clippinger and Ventura Corvette Clubs went about building their Corvette Corral. "It was the easiest thing in the world to do," remarked Jim Wingate of Clippinger's. "You just decide you want to hold one, pick the event and do it."

In actuality, building a Corvette Corral isn't quite that easy . . . but almost. And since all good things take time to accomplish, planning should get underway approximately two months prior to the scheduled race, rally, sports event or other get-together where you wish to hold the corral.

First, your Corvette Club must decide if it wants to host a corral. And if it's to be an open or closed affair. If you plan to make your corral an open one, it is advisable to invite another Corvette Club to be co-host. This helps spread out the workload and makes for a much smoother operation. Both are important when you want to build your club's image and recruit new members.

Next, you must contact the officials of the event and ask permission to host a corral. This initial contact could be made either by letter or phone. In setting up the Riverside Corral, Bob Wingate and John Carney placed a call to Les Richter, Manager of Riverside Raceway, and were put in touch with the track coordinator. You'll also find that, at race events, the track coordinator is the one most concerned with your plans. It's a good idea to provide the officials with articles about Corvette Corrals from past issues of the CORVETTE NEWS to be sure that they fully understand your request. A personal visit is recommended to confirm all written or oral correspondence concerning the corral.

About this time, your corral's location should be selected. It is important that this be done well in advance because most spectator areas cannot be reserved. And you want to pick out the best place you can for the corral. Of prime importance is a location that offers a good view of the track.

Estimate the number of cars you expect. Then figure out how large an area will be required to hold them and still leave room for any club activities you plan within the confines. Once your space requirements have been outlined, visit the location of the event to check out the available sites. Strive to find a spot that is flat, fairly level and free of gravel. (Gravel or rocky ground makes it difficult to sink the stakes that mark off the corral enclosure.)

Look for an area that is away from congested traffic and is easily accessible. The availability of water is also important if a *concours d'elegance* is scheduled. Parking arrangements and the exact location of the corral gate should also be worked out during the visit. Advance planning of these two items will help eliminate confusion when it's time to construct the corral.

With your site selected, it's time to appoint committees to plan and coordinate the corral's activities. They will be responsible for making all the arrangements for things like an entering and/or exiting parade, a picnic, *concours d'elegance*, exhibits or displays and policing the corral and its gate on the big day. Remember, if you plan an entering and/or exiting parade, supply the local police authorities and the event's officials with the number of cars, a travel timetable and the routes to be used. It will help them with their traffic control and make things easier for your Corvette caravan.

Don't forget to invite your sponsoring Chevrolet dealership to participate in your corral activities. Most dealerships will be willing to provide a display that will be of interest to Corvette owners and enthusiasts. They may even let you use a pickup to help carry your food and refreshments to the corral.

Two important groups are the set-up and take-down committees. Both are responsible for obtaining everything needed to build the corral itself. They make all the signs and banners, acquire the required fencing and build the corral gate. Fencing usually consists of a series of waist-high stakes with inexpensive plastic pennants strung between them. The gate is built from 10-ft. posts with the Corvette Corral banner hung above it. How elaborate you wish to make the corral is entirely up to you and your club.

Once everything is ready, the set-up committee constructs the corral. The corral should be put together the day before the event takes place. Provide trash cans and be sure the signs and arrows directing Corvettes to the corral are strategically placed at course entrances and along all traffic routes at this time.

After the corral is over, the take-down committee goes to work packing everything up. Care should be taken to assure that as much material as possible is retained for future use. In this manner, the initial cost of building a corral can be amortized over a number of outings. Don't forget to make sure that the corral grounds have been properly policed before the committee leaves the area.

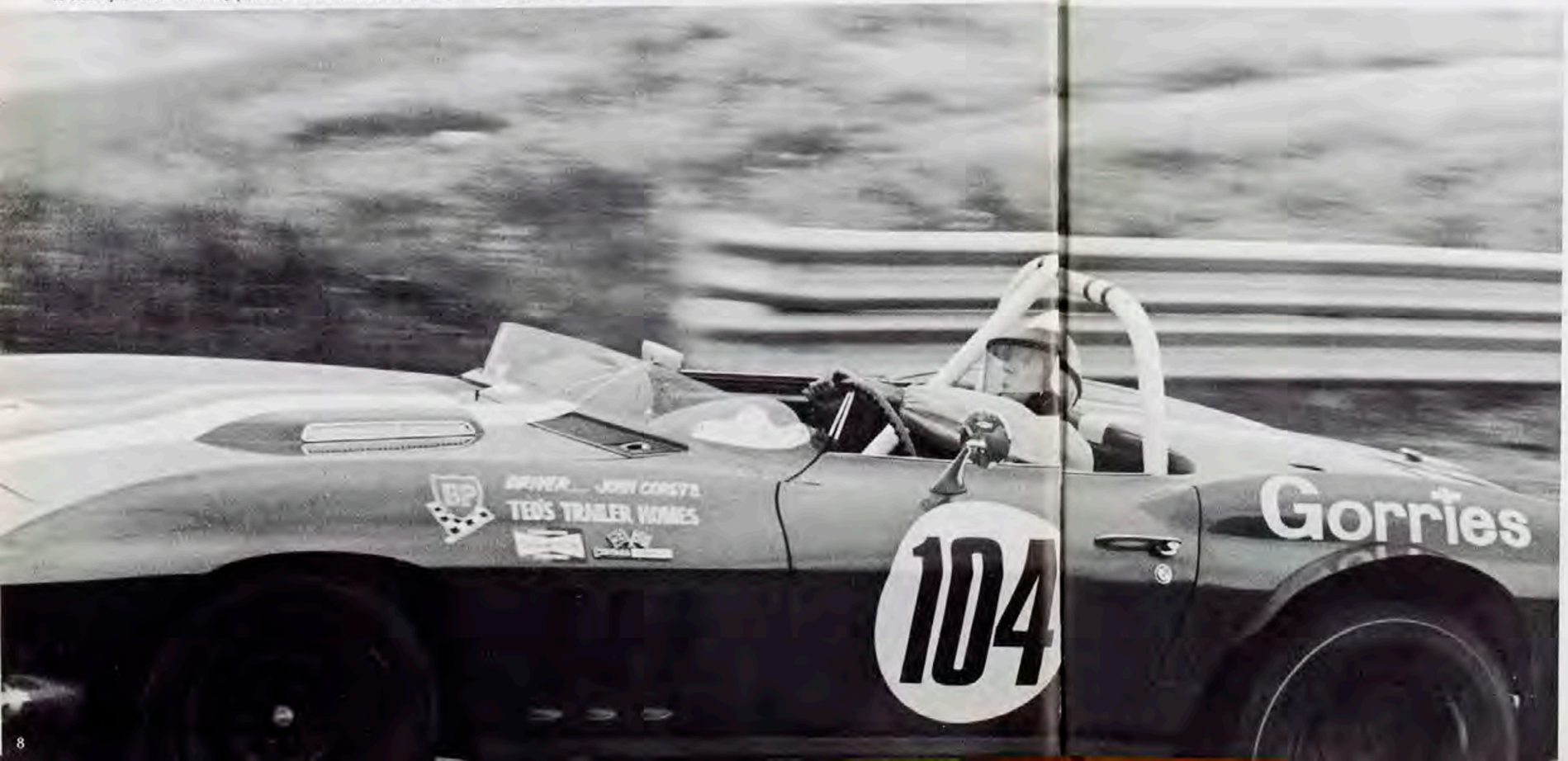
Publicity for your corral should begin four to six weeks prior to the big day. Plan and utilize it well. Properly done, it will go a long way toward making your corral a success. Aim for an overflow. Invite everyone you think will be interested in attending. Prime consideration should be given to all Corvette Clubs in your area.

Use all the means available to spread the word about your corral. Newsletters, postcards, newspapers, radio, television and phone contacting can all be employed effectively. Be sure that your publicity contains all the facts about the corral and its activities. It is recommended that a series of three releases be prepared and distributed. The objective of the first is to notify everybody of the corral. And the last two act as reminders of the upcoming event.

There it is. How to build a Corvette Corral. The one at Riverside was a great success. And your club can open the gates to fun with a Corvette Corral of your own next time there's a sports car gathering of note in your vicinity. The Clippinger and Ventura Corvette outfits are already planning for their next year's Riverside Corral.

CORDTS & CORVETTE TAKE CANADIAN TRIPLE CROWN

A view of Cordts' wheeling prowess in the number 104 Corvette at Mosport Park.



Editors' Note. Ron and Eve White, husband and wife team, are sports car fans who combine business with pleasure. Eve free lances her writings about the Canadian circuit while Ron photographs the happenings. Through their association with Gorries Chevrolet-Oldsmobile Limited in Toronto, we're grateful to the Whites for this across-the-border article.

THE CLASS CHAMPION-SHIP

John Cordts' wife, Inga, says that the first time he raced the Corvette, John did six laps, came into the pits and said, "This thing's too fast for me to race," yet towards the end of the year he was pleading with Eric Frampton of Gorries for "just a little more speed."

The 1965 season brought success and fame to the bright red number 104 and its driver, with three major sports car racing crowns falling to their combined attack. They are three very different awards, but each represents a facet of this Canadian racing team.

The Class Championship for over 3000 c.c. marques which John won is indicative of the reliability of the Corvette as well as its speed. To win this, the car had to fight off twin Mustang threats (very real threats, by the way—highly tuned team entries and extremely fast) and had to place high in the race results all year. Number 104 is a stock 425-hp 396-cu.-in. model, modified only with options available to all Corvette drivers. It is owned by John Cordts of North Bay, Ontario, and maintained by Gorries in downtown Toronto. John has great praise for Eric Frampton, Gorries service manager who tuned the car for various courses, Harewood and Mosport in Ontario and Le Circuit in Quebec.

PETER RYAN MEMORIAL TROPHY

The second award was the *Peter Ryan Memorial Trophy*, given to the highest finishing Canadian in the international Canadian Grand Prix. John got into this race at the last moment when the organizers decided to include the fastest finishers from the sports car preliminaries. The Canadian Grand Prix, a 250-mile race was held at Mosport and won by Texan Jim Hall in his Chaparral.

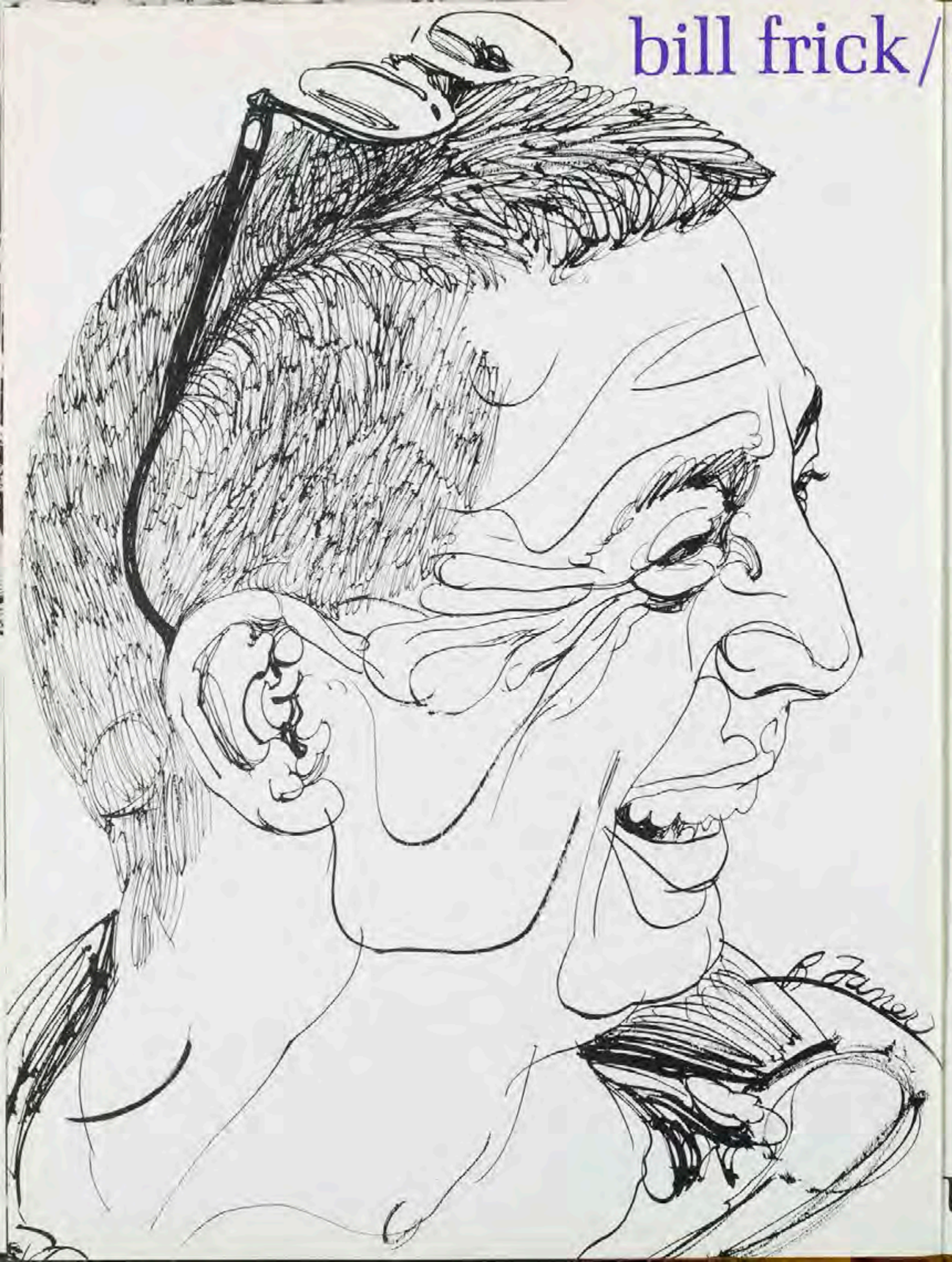
The race within a race for the memorial trophy was thrown wide open when Ludwig Heimrath, the 1964 Canadian champion, retired his McLaren car with a broken A arm. This left a Cobra, two Mustangs, a Sting Ray sport coupe and a Lotus 19 to do battle with John Cordts in his Corvette Sting Ray convertible. The Cobra and Sting Ray coupe retired early in the race, but the others matched themselves right down to the line. With number 104 running like clockwork, making its one scheduled pit stop for gas, it reached the checkered flag in perfect condition. Previously the trophy had been won by highly modified sports racing cars, but the Corvette wrote a new chapter in 1965 with its win.

The third award was the *Driver of the Year* presented by the Canadian Race Communications Association whose members voted for the driver of their choice. The C.R.C.A. do all the marshalling, lap scoring and timing at the races, so have a good all-round view of the drivers and their performance.

DRIVER OF THE YEAR

The C.R.C.A. took into consideration that this is the first year John has raced a big car. Previously he had raced an Austin Healey and an Elva Courier. The voters considered John's consistent wins as well as his excellent and sportsmanlike driving. They agreed that the Corvette in the hands of John Cordts had really added greatly to the enjoyment of sports car racing fans in Canada this year. So a salute to John Cordts, the Corvette and Gorries must be given for a highly successful and spectacular racing year.

bill frick/a good man to have around



Right now, Bill Frick — mechanic, driver, designer, entrepreneur — is a TV top banana. However, before you start searching your bound volumes of *TV Digest* for a 4-color portrait, it should be explained that Frick is not the kind of hero you see on the screen. Bill stars backstage where his experience and ingenuity help pull off some of the new-school TV commercials that are as exciting as many prime-time shows.

To help you appreciate Frick's talent, visualize a message from the sponsor that features flying cars, a Chevrolet tooling through Venetian canals, autos atop pinnacles, awash in the ocean or exploding into untold pieces only to reunite before your very eyes! Before you can muster a "How did they do that?" you should know that Frick was the genius behind the mechanical magic in each of these TV spectaculars. Obviously, he's a good man to have around on location.

No one who knows Bill is willing to bet he'll settle down in his newest career field for he has a tendency to accept new challenges. In the past, he's been a good man to have around on other endeavors.

Wilbur Shaw once said this about Frick: "He is sort of the Luther Burbank of mechanics. He has a knack for building unusual cars from stock parts." The key word in the quote is "knack," for Bill is not the textbook type. He began hanging around a garage near his home back in 1930 when he was 14 and practical engineering was more important to a repairman than automotive theory. He wanted to learn and to tinker so he became a good boy to have around running errands for the mechanics. Soon he earned a place on the payroll as a Saturday apprentice.

At the age of 18, Frick first tried something that was to become big business for him later on. He swapped engines in a car to get more horsepower. Rather commonplace now, but before World War II, transplanters were few, far between and a breed unto their own. Bill also began preparing engines and cars for professional and amateur drivers.

For the decade from 1936 to 1946, Bill switched his main interest from automobiles to aircraft. He started in sheet metal fabrication and moved up through final assembly and flight testing. His trouble-shooting capability took him into field service in the U.S., then on to New Guinea and Australia. He still had some time for cars, though. Even at the bottom of the world he turned a profit by reconditioning cars. And he was known to have carried his personal motorcycle around in a crate via military transportation by marking the box "Test Equipment."

After the war, Frick set out on his own. He built a V8-60 midget racer during the winter of 1946 and took it to work on the American Racing Drivers Club circuit, winning the 1947 outdoor championship V8 section. He also took the Kingsbridge Armory Championship for the '47-'48 winter season with Bob Disbrow as the driver. In 1949, Bill devised a modified stock car that won the circuit championship, taking 45 features in 65 race meets. His driver used the name of Ted Tappett then, but in reality it was Phil Walters who was on his way to becoming a famous driver and business associate of Frick.

Phil and Bill cracked their golden nest egg of prize money by winning too often. In those days, small promoters ran the show and they liked to keep it exciting. The Frick team won easily and spoiled everyone's outing. Bill had realized that the nature of racing cars and their courses caused most events to be won or lost in the turns. Therefore, he sought a way to keep his speed up in negotiating the corners. The answer was to cross his suspension by loading right front and left rear wheels, nullifying the tendency of

bill frick/a good man to have around

the sprung weight to sway. Thinking back, Bill recalls how he put it in one of his later "street" creations. An expensive foreign sports car tried to follow me through a curve at 80 and had to burn rubber to stay on the road!"

Success on the track also brought success in the shop. Frick was flooded with requests to put hopped-up engines in all kinds of cars. His customers got what they wanted — lots of speed — but the engines weren't tranquil enough for everyday use. That's when Bill entered the world of the engine snatchers by grafting big engines into small cars. This provided high horsepower without loss of smooth operation at low speeds. Bill became the most prominent in the business and established Frick-Tappett Motors in Rockville Center, Long Island, N.Y. Customers lined up at the door because of his proficiency and sensible approach to the art.

Bill cross-pollinated cars almost by instinct. Yet, a large part of his success was attributable to his overall knowledge of *all* cars. His computer-like memory enabled him to make-shift with the perfect part from exactly the right car, the right year and model. Bill kind of looks away when he talks about this lucrative era, "It was so simple it embarrasses me to explain it," he says with a sheepish grin.

The plant started out by producing the first known Fordillacs and Studillacs (anyone over eight years old should be able to figure out those combinations) and at the peak of their popularity, the demand could not be met. Clients could bring in a new lightweight on Monday and pick up a bomb by Wednesday. They'd roar out with a Cadillac engine wrapped in a car that was 1,000 lbs. lighter than a Caddy. They'd also be lighter by at least $1,000.

One of Frick's first conversion customers was Briggs Cunningham whose daddy helped float Proctor & Gamble and shared in the subsequent suds. Briggs couldn't have cared less about the grand but he did sit up when he discovered the possibilities of Frick's creation. Briggs was just getting underway with his *cause celebre* — the return of racing success and prestige to the U.S.—and Frick looked to be a good man to have around.

Cunningham made his first attempt to bolster the U.S. auto image in 1950 when he attacked the Le Mans course in France. He bought two 1950 Model 61 Cadillac Coupes (the only American equipment that stood a chance). One ran the race in stock shape; the other was stripped and reworked under the guiding hand of Frick and Phil Walters. A real weird-looker, it was dubbed "Le Monstre" at Le Mans. However, Cunningham's cars finished 10th and 11th and that sent Briggs back to the U.S. more determined than ever to bring home a winner.

The wealthy sportsman bought Frick-Tappett Motors and moved the firm to Florida where it became the foundation of his famous sports car company. He hired Frick on a full-time basis and they went to work on their '51 Le Mans entries. According to Bill, "Bare chassis were tried out on deserted Everglades roads with hundreds of pounds of iron weights tied to them to represent body and full fuel tank weights. Their final road test was on the way to the liner that carried us across the Atlantic."

At Le Mans, two of the three entries spun out in the heavy rain, were damaged and couldn't continue. The third car, with John Fitch and Walters driving, was running in second place for almost 20 hours until the low octane fuel (all that was available over there) caused the engines to overheat and fail. Everyone involved was disappointed, but the cars proved themselves when they returned to the states and finished 1-2 at Elkhart Lake and again at Watkins Glen that fall. For his effort, Frick was named "Sports Car Mechanic of the Year"—the first time the award was ever made.

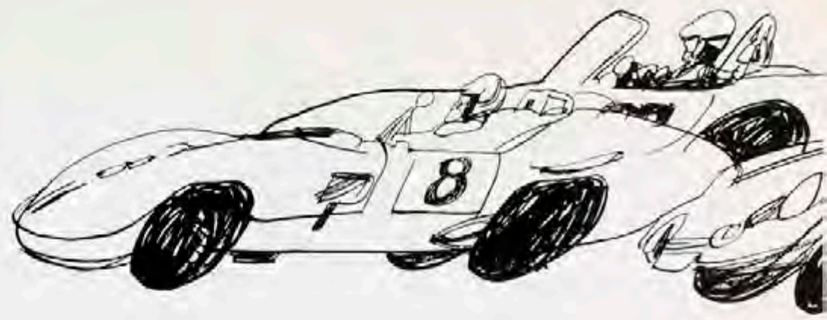
Frick kept his hand in as a driver by winning the standing start 1-mile acceleration test for foreign sports cars on the beach at Daytona in 1954. His mark of 96.102 mph in a 4.9 Ferrari broke a record that had been set in 1919.

It was back to Le Mans in 1960 for Frick to work on three Corvettes entered by Cunningham in the 24-hour race. One of the Corvettes won the Grand Touring Class championship. Then in 1961, Frick worked with Zora Arkus-Duntov, Chevrolet engineer, to prepare the CERV I (Chevrolet Experimental Research Vehicle) for TV commercials. This was the beginning of his excursion into television.

His experience with Corvettes led him to enter a Corvette-powered Lister in the 1962 Daytona Continental. Driver Joe Weatherly qualified the car in second position behind Phil Hill in a Ferrari. Weatherly ran well up front until a bash with Stirling Moss put him out.

Since that time, Bill Frick's primary preoccupation has been with engineering cars for commercials. This keeps him on the road most of the time as he and his wife, Pat, average around 50,000 miles a year. "I try not to drive through even one tank of gas," is Bill's comment on that kind of driving. He leaves it to Pat and he curls up in the back seat. If not preoccupied with TV work, Frick cuts around in an 85-mph ski boat, haunts the pits at races, helps prepare cars and, generally, follows his fancy. Whatever Bill does, he approaches it with the enthusiasm of a "do-it-yourselfer" while backing it up with a master's touch.

One of the Chevrolet commercials in the '66 series that Bill Frick engineered is called "Fusion." The attention-getting theme of this 2-minute film calls for the parts of a new '66 Chevrolet to fly through the air



LEFT: Frick's first full excursion as owner-driver came in 1947 when he designed, built and raced his V8-60 midget to the ARDC class championship.
TOP: Bill planted a Corvette engine in this Lister body for a stab at the 1962 Daytona Continental.
RIGHT: Joe Weatherly, picked by Frick to drive the Corvette transplant, qualified second behind Phil Hill. He ran first for most of the fracas, but had to retire after a tangle with Stirling Moss.

and join together. It started out as a good creative idea; Bill made it work in spite of seven months of problems. To begin with, a '66 Impala Sport Sedan wasn't available from the factory because the commercial was done well in advance of the fall release date. So Bill took a '66 Impala Convertible and remade it into a 4-door sport sedan! He sawed the top and back end off a wrecked '65, cut the convertible in half, lengthened the chassis, welded the two body sections together, added some doors and trim and came up with a photographable replica!

Next problem: the way to photograph parts of the car coming together is to take pictures of them coming apart and run the film backwards. Thus, to make the subassemblies (tires, seats, sheet metal, doors, steering wheel and emblems) seem to soar and fly rather than jerk apart, Bill had to improvise. He tacked the parts together with "trigger" bolts and attached them to wires invisible to the camera's eye. The wires were tied to lengths of the springy cord used to brake incoming planes on aircraft carriers. When triggered, the cord would pull a fender or door away in a graceful arc.

Bill is usually the first on a set each day and the last one off at night. He works tirelessly and if Pat didn't make him eat and look after him, you'd swear his body would critically stress and fatigue. Last year, while working on the "Chevrolet-in-the-ocean" film, the waves got real rough, tore the car loose and pinned Bill's leg. He received first aid at a local hospital and returned the next day only to have both legs injured by an exploding oil drum he was welding. That put him on the shelf for a little while, but he's tough and wiry and hard to hold down. There's no telling what Bill will get involved in next, but the word is that "when they put a car on the moon, Frick will do it."

LEFT: This elaborate rigging was engineered by Bill Frick for the filming of the "Fusion" commercial. It supported cameramen and pulleys for the wires that "floated" the parts from the car.

RIGHT: Shooting the steering wheel required a cameraman with radar-like tracking skill. In the final film, it skips, soars, darts and plunges like a flying saucer before coming to rest on the car—just like the script says.

APPEARANCE GOES 14 CARAT

One of Corvette's more popular 1966 options is a set of tires with distinctive appearance that sets Corvette vehicles off from other cars. The official name for this set of skins is "gold-stripe." CORVETTE NEWS was interested in finding out what was behind that distinctive stripe, and thus trudged out to Chevrolet Product Engineering for a personal look see.

As many enthusiasts already know, the specialty tire market is growing by leaps and bounds. The primary appeal seems to be in distinctive appearance. This of course, has been accomplished by use of various colors on the tire, multiple white stripes and even combinations of white and other color stripes on the tire's sidewall.

Corvette's original equipment tire is considered excellent because of its 7.75 x 15 size. In original equipment measure, the standard tire is capable of sustained speeds in the 100 mph range. Further, the tire has a balance of good ride, handling and traction.

Many Corvette buyers feel that they want something better on their cars. The question is not only "How much better?" but "How much better for what type of service?" Some owners want better handling; some say better traction; while still others want higher speed capability. The first two categories of owners may be thinking about gymkhanas or quarter-mile events. The latter group thinks about occasional bursts of higher speed but *not* racing. It's for this third group of owners that the TO-1 "gold-stripe" tire option has been designed.

Owners who wanted a tire with greater speed capability previously had to go all the way to a set of racing skins with their attendant harsh, rough ride and much higher cost. Further, as most off-road event devotees know, all-out tires specifically are designed for wet or dry applications, with losses in traction due to tire construction which must withstand lots of heat and abrasion.

However, now it's not necessary to buy all-out rubber for improved speed capability, unless the owner is going to enter competitive events. The TO-1 tire, dubbed "gold-stripe" on the option chart, has high-speed capability some 20-30 mph above the original equipment tire while preserving the standard tire's ride and traction.

The distinctive visual aspect of the new tire is satisfied with the addition of a 0.3" wide gold stripe. No other manufacturer offers a similar tire for any other car.

Installed on a 1966 Corvette, the new gold-stripe tires have an authentic sports car appearance. This is especially true if the tires are ordered in combination with the genuine knock-off aluminum wheels. In the vernacular of the "in" set, they look "tough." For those who may wonder at terminology, "tough" means "great."

Corvette buyers who would rather forsake whitewall tires for something new, order the new gold-stripe tire. Their distinctive appearance alone likely is worth the additional fare, and the added benefits of the gold-stripe skins may be just what's wanted.

ARRC II

207 top drivers square off at the second American Road Race of Champions

The weather was beautiful, the cars well prepared, the favorite drivers on hand and the organization near-perfect. But, when two days of competition were over, upsets, rather than favorites, were the rule. The nearly invincible "Group 44" (with backward numbers) Triumph driver Bob Tullius was beaten by West Coaster Steve Froines. Another West Coast pilot, Jerry Titus, won BP when favored East Coaster Mark Donohue retired with flat tire bothers. According to SCCA savants, the biggest upset was the Central division's performance, winning five of the 17 classes. The favored Pacific Coast contingents were forecast to win even more than the six titles they copped.

This then was the second American Road Race of Champions, and in all aspects it was a truly championship event run with professional aplomb. The races were staged when scheduled, results quickly known and the drivers indicated that they had a good go (while doing a lot of going).

In quick review, SCCA (Sports Car Club of America) is the largest amateur sports car racing body in the world. In the U.S., members are divided into 96 regions, and these in turn are assigned into one of six divisions for competition purposes. The divisions—Northeast, Southeast, Central, Southwest, Midwest and Pacific Coast—group drivers in geographical areas. In each division, drivers compete for divisional recognition. At the conclusion of the regular racing season, the top three drivers in each class from every division are invited to compete in the American Road Race of Champions—sort of a world series of sports car racing.

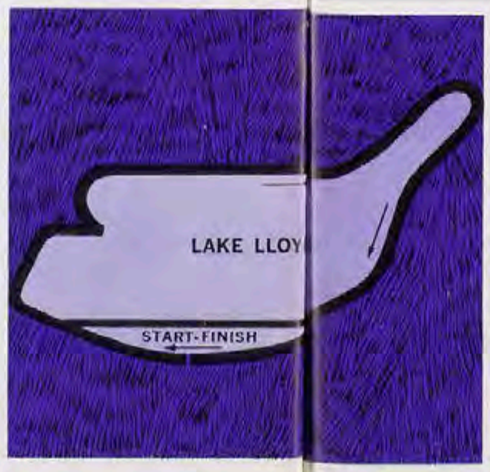
Thus, if all six divisions sent the top three drivers in all 17 racing classes, 306 possible contestants could be on hand. Astute readers will quickly recognize the distance and financial problems involved in such an undertaking. The SCCA meets the problem head-on and assesses all drivers a fee at every divisional race throughout the year. This revenue is poured into a "war chest" and is used to pay a portion of the travel expenses incurred by the invited contestants from all divisions except the "home" area where the ARRC is held. During 1965, $24,258 was collected and divided up between 175 combatants in five divisions (Southeast drivers got no money—they were the home team).

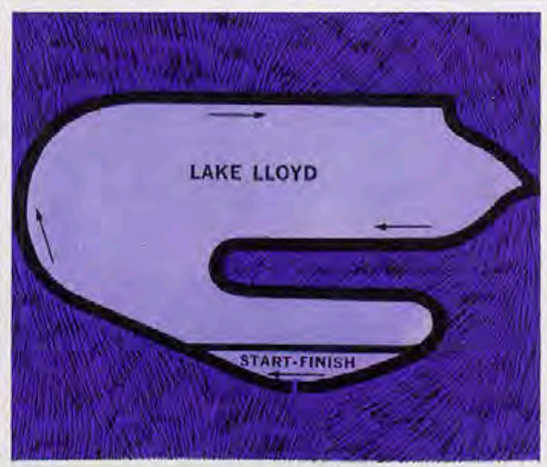
Champions from all divisions were on hand during the November 24-28 elongated weekend at Daytona Beach. Of 102 champions eligible to enter, 80 entered the ARRC. All told, some 42 drivers each represented the Northeast and Central divisions; 35 made the scene from the Pacific Coast; 32 came from the Southeast; Southwest had 28 and the Midwest had 28 on hand.

For the convenience of all—including CORVETTE NEWS—a well-thought-out numbering system was used to identify cars in each race. Each entry was assigned two numbers and a letter. The first number corresponded to the driver's home division. The second number indicated his finishing position in that division—1, 2, or 3. The letter following his two numbers indicated his competition class. Thus, 11A indicated that the driver came from the Northeast division and finished first in class A. By looking at your watch (each race started on the hour and ran 45 minutes) and observing the cars running (or perusing the program) you could easily determine what was happening.

Did the Corvettes fare well? Alas, no winners. In fact, Dave Heinz's A-Corvette Sting Ray was forced out in the first lap of the AP-BP run, eliminating his fast car. Another A entry, Paul Sonda, seized an engine. The lone BP Corvette of Don Yenko finished a strong third behind Jerry Titus and Bob Johnson, while the remaining AP Corvette Sting Ray of Bob Fryer finished 4th in class, 8th overall.

A production was all Hal Keck, George Montgomery and Foster Alexander in their thundering Cobras.





RIGHT: Two circuits used at Daytona's famous tri oval track. The 1.63-mile layout was used for eight of the 11 races and included most of the infield and the banked main grandstand turn. Long 3.1-mile circuit included two of the three banked turns and the entire back straight. Big bore boys hustled along about 160 mph or better on the long back straight. Winners are listed in box at far right. Pictures show A and B contenders: Sting Ray, '57, Cobra and Shelby GT 350.

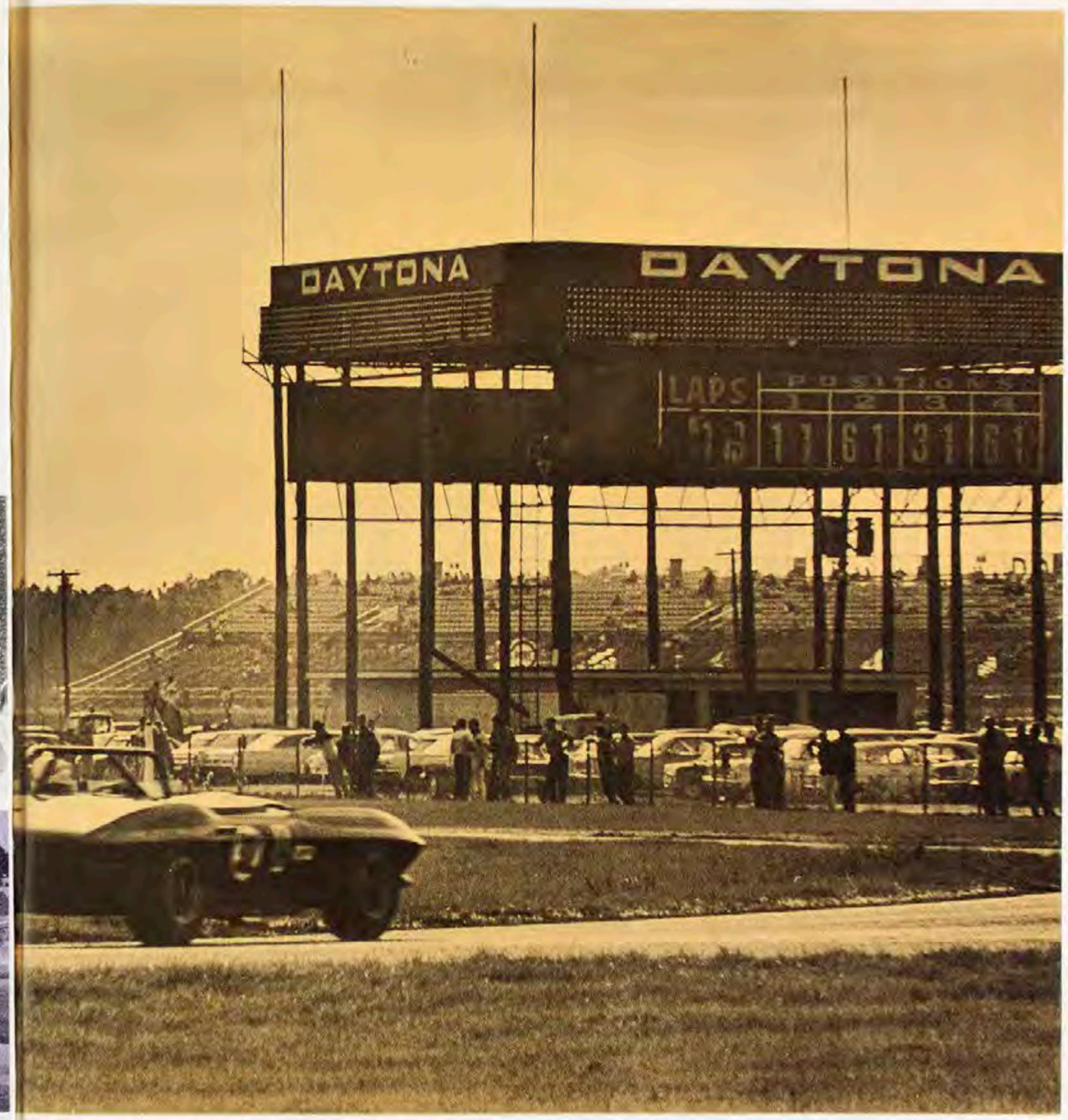
SCCA NATIONAL CHAMPIONS

CLASS	DRIVER	CAR	DIVISION
HP	Peter Feistmann	Fiat Abarth	SE
GP	Emmett Brown	MG Midget	PC
FP	Brian Fuerstenau	TR-3	NE
EP	Allan Barker	Austin-Healey	CEN
DP	Steve Froines	TR-4	PC
CP	Bill Young	Lotus Elan	PC
BP	Jerry Titus	Shelby GT350	PC
AP	Hal Keck	Cobra 427	NE
HM	Gerry Mong	Bobsy	CEN
GM	Jim Baker	Lotus 23	SE
FM	Brooke Doran	Elva 7S	CEN
EM	Lewis Kerr	Brabham BT8	NE
DM	Charlie Gates	TR-4A	PC
CM	Joe Starkey	McLaren	SW
F/V	Dan Fowler	Beach 5	CEN
F/C	Larry Skeels	Cooper-BMC	CEN
F/B	Earl Jones	LeGrand-Alfa	PC

TOP LEFT: Crowds gathered around the Yenko Stinger. TOP CENTER: Paul Sonda, Detroit AP Corvette driver. TOP RIGHT: Don Yenko, BP Corvette driver. CENTER: A Corvette sandwich. BOTTOM: Following the liturgy of sports car folk, "There's nothing more obsolete than last year's race car," driver Dean Hatch advertised. He finished 9th, no sale. OPPOSITE PAGE: Daytona's combination telesign and scoreboard shows the AP-BP race tally.

Both Keck and Montgomery were driving the bigger 427 snakes, and their finely honed tuning made them invincible on the Daytona track.

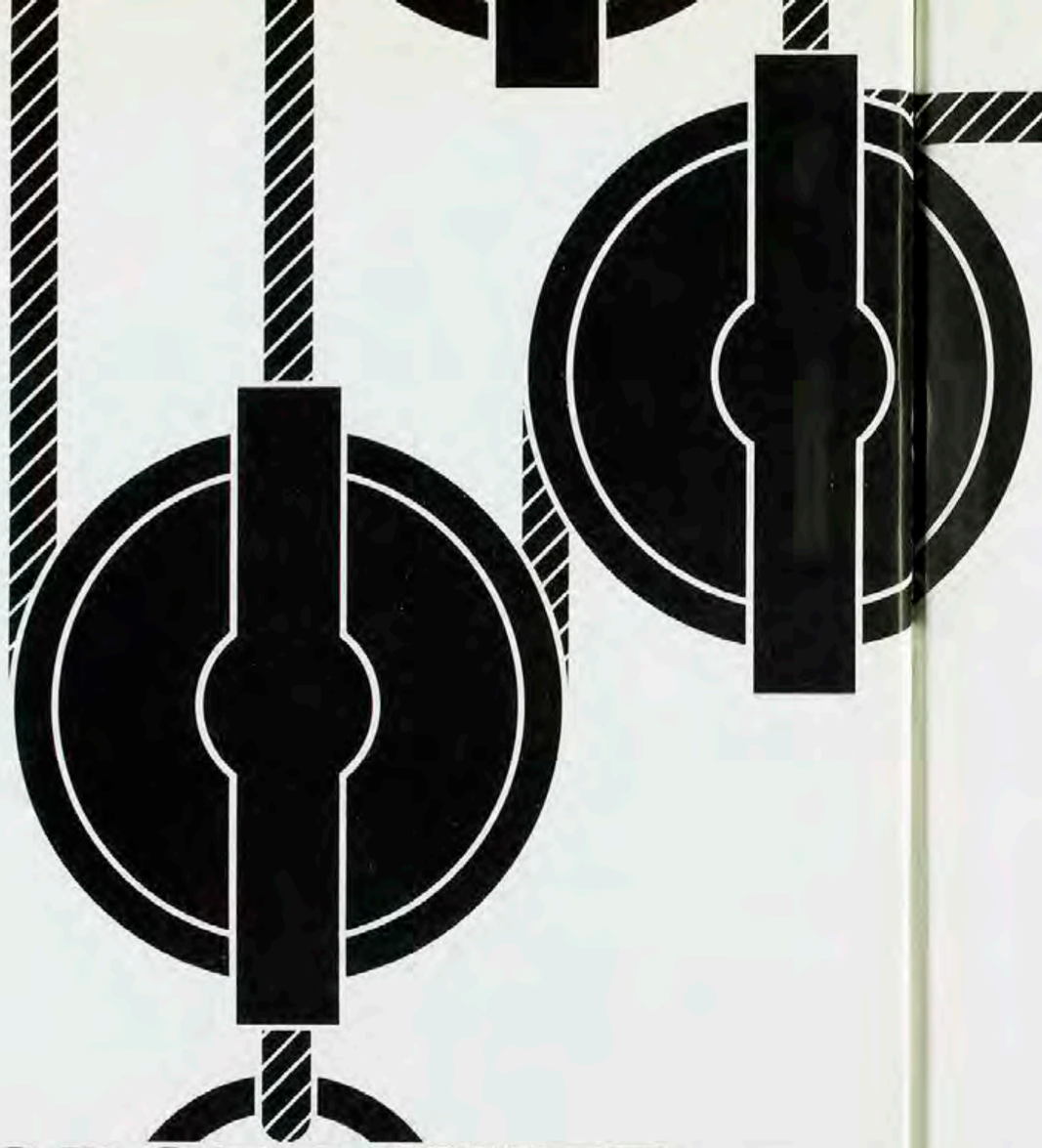
The other feature race—C, D, E and F modified, saw Joe Starkey's McLaren Elva take over the lead from Ralph Salyer's booming McLaren Elva when the latter blew a head gasket about midway through the time period. Other finishers and new champions were Charlie Gates in a TR-4A (DM), Lewis Kerr in his Brabham BT8 (EM), and Brooke Doran in his Elva 78 (F modified).



The first American car to enter SCCA D production was unveiled at Daytona's ARRC when Don Yenko, Chevrolet dealer from Canonsburg, Pennsylvania, showed his Yenko Stinger. The all-white car with deep blue accent stripes starts life as a 140-hp Corvair Corsa. From there, it's delivered to Don's works in Canonsburg where a mild metamorphosis takes place. As the picture shows, fiber glass additions give a custom appearance to the rear quarter windows and the bobtailed rear deck lid completes the major bodywork changes.

Underneath, suspension includes some stiffer shocking and springing, dual circuit brake master cylinder and revised steering. Back in the engine room, plans include an SCCA-approved 190-hp, 164-cubic-inch engine.

So ended the excitement at ARRC. As Bill France's huge combination telesign and scoreboard blinked off after the last event, the only questions still buzzing about concerned two widely divergent topics. First was SCCA's ruling that all 327 cubic-inch Sting Rays would be running B production in 1966; the second was that ARRC III would return to Riverside, California. By press time, both speculations were fact. The 327 Sting Rays will have a chance on the circuits—no longer having to give away 100 cubic inches and nearly 800 pounds to their prime competitors. The "A" Corvettes will include 396 and 427 Turbo-Jet models. What will happen to AP and BP in '66 is anybody's guess. But it's highly likely that Corvette will have a much larger entourage on hand next November and make the ARRC an even more exciting affair.



HORSEPOWER AND TORQUE

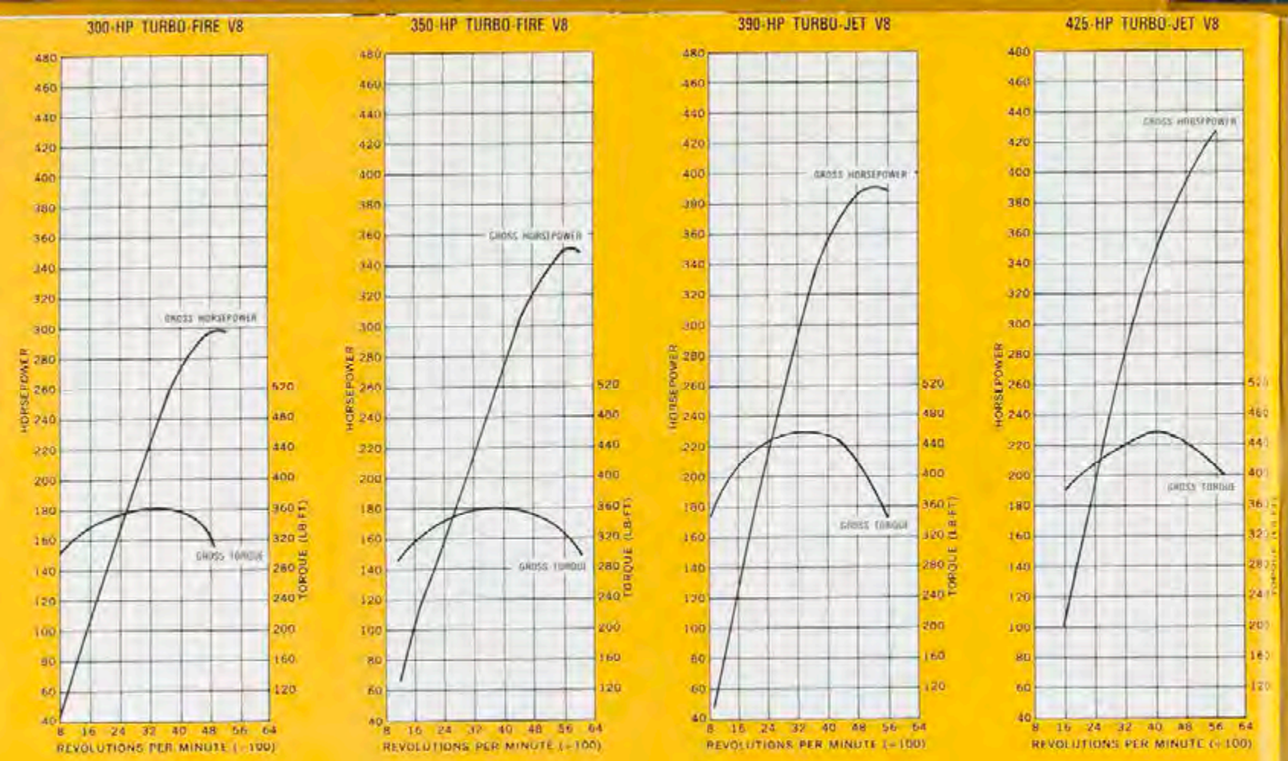
You can't have the maximum of both at the same time

Just fifteen years before obstreperous colonists started an uprising that has since indirectly led to the world's most colossal traffic jam, Joseph Black discovered the principle of latent heat in steam. James Watt, a pupil of Mr. Black's, utilized this principle and built a successful engine. In 1769, no one had bothered to define a unit of work in other than a calendar day, which left Mr. Watt somewhat stumped as to how he was going to express the work his steam engine did.

He could have called it "wattpower," but he didn't. He probably could have called it by a dozen or so other expressions. Legend recounts that he more or less stumbled on the term "horsepower" from experiments conducted with strong draft horses. It could have been mastodonpower, elephantpower or, most absurd, mousepower. However, James deduced that a good draft horse "of proper stature and fine physical well being" could lift a 200-pound load 165 feet in one minute. A horse performing this chore was doing one horsepower's worth of work.

Whether Mr. Watt's formula was arrived at in the 18th century or was more scientifically derived subsequently is unimportant to our discussion here. What is important is the physical constant selected to express work being done: 33,000 foot-pounds per minute, which is equivalent to the power developed when 200 pounds are lifted 165 feet in one minute.

Our headline also mentions torque. In its engine reference, torque is the rotational force present at the end of the crankshaft. When an engine develops torque, it does so against an opposing load. When the load is moved through a distance within a measurable time span (say, one minute), the work done is expressed in horsepower. Now a definite relationship appears between torque (a rotational force) and horsepower (the *time-rate* of doing work—33,000 ft.-lbs. per



minute). If the time-rate (horsepower) is increased, the car (our load) can go faster.

If all that's necessary to produce horsepower is simply moving a load through a distance within a measurable time span, how does horsepower vary in an engine? One significant reason is the rpm capability of the engine. Let's look at Corvette's 1966 lineup and compare. First, the standard engine is rated at 300 horsepower at 5000 rpm and 360 foot-pounds of torque at 3400 rpm. Its displacement is 327 cubic inches. The other 327-cubic-inch V8 is rated 350 horsepower at 5800 rpm. Its torque rating is the same—360 foot-pounds, but at a higher rpm—3600.

Two Turbo-Jet engines, both with 427-cubic-inch displacement, develop 390 and 425 horsepower, respectively. Their torque ratings are 460 foot-pounds each. The 390-hp version develops its max torque at 3600 rpm while the 425-hp version's rated torque comes in at 4000 rpm.

So among the four engines, there are important differences. Besides the differing displacement and rpm ratings, there are other important differences, pertinent to our horsepower-and-torque discussion. Compared to the 300-hp engine, the 350-hp V8 has a larger carburetor, a more performance-oriented camshaft, larger inlet and exhaust valves and a higher compression ratio.

Similarly, between the two 427 V8s, the 425-hp edition has larger intake valves, more camshaft lift and duration, mechanical vs. hydraulic lifters, larger carburetor and a higher compression ratio than the 390-hp version.

How do these figures and engine differences relate to higher or lower horsepower ratings? Let's look at engine horsepower/torque charts for a visual comparison. The charts are for all four Corvette V8s.

Horsepower in a Corvette engine is a function of rpm and torque as we have already stated. Mathematically, this point is stated by engineers:

$$\text{Horsepower} = \frac{T \times N}{5252}$$

where T = torque in foot-pounds
N = engine speed in revolutions per minute
5252 = a mathematically-derived engineering constant.

Applying this formula to the two 327-cubic-inch engines as listed, substitution shows:

360 (maximum torque rating) x 3400 (rpm) = 1224000 divided by 5252 = 233.0 horsepower at maximum torque.

Due to the differences in engine design, the 350-hp V8 develops maximum torque 200 rpm higher. Substitution of the formula for this engine shows:

360 x 3600 = 1296000 ÷ 5252 = 246.7 hp.

Rated horsepower speed for the 300-hp engine is 5000 rpm. At this speed, torque has dropped to less than 315 foot-pounds and is falling.

The 350-hp V8 has its horsepower rating at 5800 rpm. At the 350's peaking speed, the torque has dropped off to a rating similar to the 300—but the 350's peaking rpm is higher.

If we substitute in our formula again, we would see that the reason the 350-hp V8 develops more horsepower is that the value of N has increased from 5000 to 5800, while the value of T remains nearly similar. And that brings us to a universal engineering truth. If rpm increases *more* than torque decreases, T x N will obviously yield a higher product, which when divided by 5252 nets more *horsepower*.

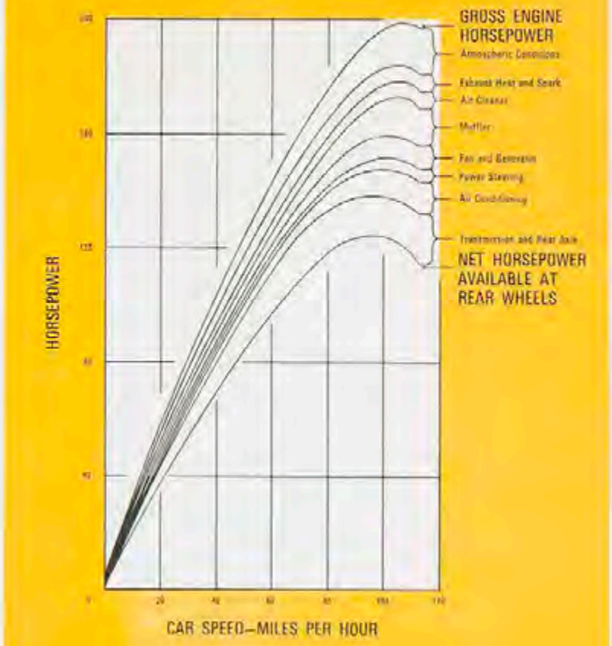
Comparison of the graphs for both Turbo-Jet V8 engines will reveal a similar situation. At peaking speed (5400 rpm), the 390's torque is falling off at a faster rate than its rpm is increasing. The output is 390 horsepower. The 425-hp V8, by comparison, increases its speed at a greater rate than its torque drops off until it reaches its peaking speed—5600 rpm—and produces 35 more horsepower from the same displacement.

It can be said, then, that the peaking speed is that rpm where torque falls off faster than rpm increases. Reverting to the formula, T drops below a value which, when multiplied by N and divided by 5252, fails to yield a larger horsepower output.

We've shown the differences in the engine ratings. What factors account for the differences in horsepower? As mentioned before, another vital difference between the 300-hp and 350-hp group and the 390-hp and 425-hp group is displacement. The latter two have 100 cubic inches more displacement. And displacement alone will affect output.

Between the two 327 V8s, the differences in carburetion and other internal parts already discussed affect the rpm at which maximum torque occurs—and therefore horsepower. Differences in design between the two Turbo-Jet 427 V8s account for 35 horsepower. So carburetion, camshaft design and timing, ignition systems and compression ratios all have effects on horsepower.

These aren't the only factors, however. Take a look at the chart on the right. Illustrated is a typical engine horsepower curve and the variables that can affect *usable* horsepower available at the rear wheels. Starting from the top, the engine is shown to have a gross rating of 200 horsepower. Atmospheric conditions alone can account for as much as 15 horsepower loss or gain. Exhaust heat, spark advance settings and exhaust efficiency can mean a 5-7 horsepower difference; the air cleaner restriction can rob an additional like amount. The mufflers can account for another 12-15 horsepower variation while the fan and generator absorb up to five horsepower at higher rpm.



If your car is equipped with power steering (driven from the engine through a belt), you can depend on three or so horsepower vanishing. Air conditioning when switched on will use up to 10 horsepower. Transmission, driveshaft and final drive losses account for yet another 10-15 horsepower.

The losses shown are maximum, of course, and occur at engine peaking speed. As the chart also shows, the losses are less as engine speed (and car speed) are reduced.

One final factor that's significant is the resistance of the air itself as the car is driven. Although Corvettes are very clean, aerodynamically speaking, air does tend to become more of a proverbial brick wall as vehicle speed increases. This resistance (along with the slight rolling resistance of tires) requires more and more horsepower from the engine. There is a point, of course, when air resistance equals the ability of the engine to produce horsepower and no increase in the rate of doing work can be accomplished. Thus, the engine can no longer increase its rpm (N value in our formula).

At the present state of the art, engines designed for high rpm capabilities develop their torque at correspondingly high rpm ratings. Naturally, this affects engine response at low rpm. In general, given exactly comparable gearing of transmission and final drive, the engine developing torque at a lower rpm—with the same displacement as another developing torque at higher rpm—will have better throttle response at low engine speeds. Conversely, the higher-speed engine developing its torque at higher rpm and possessing a higher total rpm operating range will develop more gross horsepower for improved throttle response at high engine speeds.

Comparisons between the 327- and 427-cubic-inch V8s are inevitable, so one final point should be made. Both 427s develop their 100 foot-pounds greater torque 200-400 rpm higher than their 327 counterparts. Now that you know the hp formula, you can calculate exactly the horsepower differences between any of the engines by reading the values off of the charts and making your own computations.

At virtually any engine speed you select, you can tell which engine will develop the greater horsepower. If you prefer your engine's muscle to come in at a lower rpm, then you'll like either the 300- or 390-hp engines. If you like your punch at a higher rpm—then either the 350- or 425-hp versions may be your meat. Regardless of engine choice, however, Chevrolet engineers point out that engine, transmission and final drive ratios are available to give optimum performance for cruising and acceleration. Plus, on the 425-hp version, a wide choice of final drive ratios (from 3.08:1 to 4.56:1) allow this engine to be geared for Bonneville-style events (3.08:1 fits here) or very quick trips one-quarter mile at a time (order the 4.56:1 ratio). An excellent combination cruising-acceleration ratio is felt by most experts to be either 3.55:1 or 3.70:1.

So the old saw heard by many enthusiasts, "It's not horsepower that counts, it's torque"—is only partially true. The next time this conversation comes up (and it seems to spring eternal at parties) you can quickly dust off your HP = $\frac{T \times N}{5252}$ formula, whip out your slipstick and collect on bets right and left.

at the Refrigerator Bowl:

OUT OF THE CRISPER AND INTO THE DEEP FREEZE

In recent history, the Washington, D.C., Region of the Sports Car Club of America has taken unto its bosom the glory and hard work of inaugurating each year's road racing season. The inaugural event itself is aptly titled the Refrigerator Bowl Races. Thus, on the weekend of January 8-9, the 1966 SCCA schedule of events became operational.

Held on the twisty 1.7-mile circuit near Upper Marlboro, Maryland, the Refrigerator Bowl has to be one of the few occasions in Southern sports car racing where, aside from winning, happiness is a hot cup of coffee.

Just the week before, thermometers soared well into the 60's, and balmy, spring-tinged breezes helped the area greet the new year. Not this January weekend. The skies were sunny and clear but deceivingly brisk 25-mph winds combined with bone-chilling 20° temperatures to make simple feats of manual dexterity most difficult to perform without first defrosting.

The effects of the deep freeze were most noticeable in the pits. Mechanics seemingly took forever to change a tire or make minor mechanical adjustments on their cars. Numerous numbed officials huddled for survival. And the drivers gave the impression that they were readying for a voyage into deep space rather than a 5- or 10-lap run.

For the spectators, it was something else. Blankets covered parkas that covered coats that covered sweaters that covered heavy shirts that covered thermal underwear . . . but beneath it all pulsed the stout hearts of true dyed-in-the-wool sports car enthusiasts.

Those spectators who persevered received a special treat. For the Refrigerator Bowl provided the first good look at what's in store for the coming season under the new SCCA classifications.

Attending Corvette enthusiasts, in particular, were interested in B Production where 1966 SCCA reclassification has placed all 327-cubic-inch-engined Sting Rays. The move should put them in a more realistic competitive position for their power-to-pound nature. The bigger and much

faster 396- and 427-cubic-inch-engined Corvette Sting Rays will continue to campaign in A Production. Corvair hulls, on the other hand, were watching D Production and Don Yenko's Corvair Stingers which recently have been approved for competition by SCCA.

Excitement almost overtook the cold during Saturday's registration, inspection and practice. Especially in D Production where driver turned-manufacturer Don Yenko had his Corvair Stingers turning lap times within one-half second of the best posted in DP for the day. By the end of the practice period, everyone was looking forward enthusiastically to the next day's encounters.

Saturday evening, owners, drivers and mechanics, along with their friends and families, thawed out talking over the day's happenings and discussing race strategy. These intimate gatherings were followed by hot dinners and even hotter baths. By 10 o'clock, it was Z city for almost everybody. It had been a long day.

On Sunday, just before the 14-race card was to get underway, Dick Thompson made it unanimous by arriving like everyone else, inside a nice warm car. The day before, he had shamed some of the crowd by showing up for practice on a motorcycle. But he apparently had had enough of that extra-curricular he-man, wind-in-the-face action. Everyone felt a little warmer for his capitulation to the crackling cold.

Sunday was an excellent day for racing. The air was dense which made for better engine performance. And the track was dry. It was a combination that makes record runs possible. It did.

A new absolute track record (a top lap speed attempt made with no other cars on the course) was established by Charlie Hayes driving his Chevrolet-powered "Nickey Special" McLaren. Brought in especially for the record try, the car, which had run 4th in the Times Grand Prix at Riverside in October, really put on a show. Powered by a Traco (Travis and Coons) prepped Chevrolet 327-cubic-inch engine overbored to 333 cubic inches, the Grand Prix speedster topped off 4.9 seconds from the existing mark, averaging a sizzling 71.1 mph around the tight 12 turn layout. It was a rarity to see that kind of car perform at Marlboro and the buffs loved it.

In the combined A, B and D Production competition, the big bear was 1965's B Production Champion and winner of the New York Times' Driver-of-the-Year award, Mark Donahoe of Long Island, N.Y., in his Shelby-American Mustang. He thrilled the chilled crowd with some excellent driving, set a new competitive track record for one lap, won B Production and finished first overall.

Donahoe's spectacular performance was equalled if not overshadowed by Bob Tullius from Seven Corners, Va. The 1965 DP Champion put on a great display. He powered his TR4 to the D Production crown and a second place overall. Then switching to a much slower rated F Production TR3, Tullius amazed the gathering by upsetting favored Bruce Jennings' E Production Porsche in the combined E and F Production race. Not bad for a cold Sunday's effort!

In its first taste of D Production racing, the Yenko Stinger, with Jerry Thompson of Detroit driving, acquitted itself well—finishing 3rd in DP behind Bob Tullius and the man who chased him all day in another TR4, Dick Stockton from Abington, Pa.

Over 100 cars competed in the various classes at Marlboro. And close to 1,500 brave and bundled souls came to watch them. Maybe Dave Boothel, Refrigerator Bowl Race Chairman, didn't have the kind of climate that Sebring offers later in the spring . . . but then again, it didn't rain!

1966 CORVETTE TUNE-UP REVISIONS

Here are the very latest specifications which you will need to update the tune-up information printed in the last issue of *Corvette News* (Volume 9, No. 2). For handy reference, record the following information directly on the chart in the No. 2 *News* article: Spark advance (Initial timing)—use the *nominal* figure only. Strike out any reference to *range.* Distributor part number (1111157) should be added to the 350-hp and part number (1111142) added to the 390-hp specifications when the optional K66 transistor ignition is installed. For the 425-hp engine, the distributor number is now 1111093 (K66).

Centrifugal Advance: (Deg. @ RPM)	390-hp	425-hp
Start	(unchanged)	0 @ 1000
Intermediate	12.5 @ 1200	15 @ 1800
Maximum	(unchanged)	28 @ 4600
Vacuum Advance: (Deg. @ in. HG.)	**390-hp**	**425-hp**
Start	(unchanged)	0 @ 7
Maximum	(unchanged)	12 @ 12

Important: In the "Notes" section of the original specs under "2. Checking Compression Pressure:" one of the procedures listed was "remove high tension cable . . .". This applies only to engines with conventional ignitions. *Removing high tension cable with Full Transistor Ignition (K66) will result in damage to pulse amplifier.* Correct procedure for K66 (can be used with *all* systems), is to remove lead from negative (—) post on coil.

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