

# CORVETTE NEWS

VOL. 9  
NO. 4

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FOR CORVETTE ENTHUSIASTS





# CORVETTE NEWS

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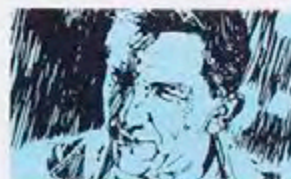
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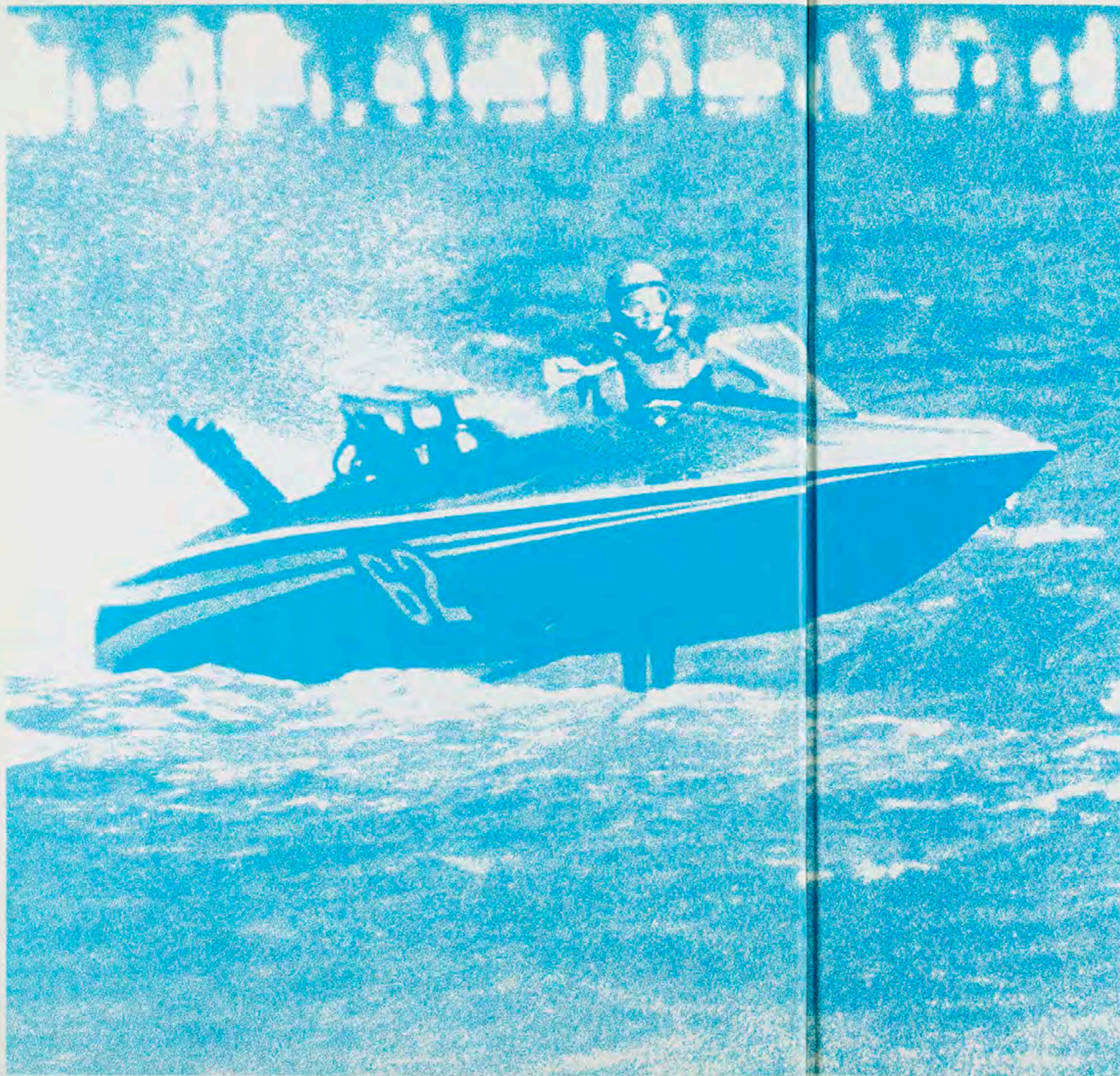
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**Cover**—Only routine pit stops were needed at the Daytona Continental by this trophy-winning Corvette. See story on Page 18. Photo by Dave Gibson.



# CORVETTE POWER BIG WITH THE WET SET

Afflicted with eye strain trying to read dimly lit rally clocks? Ever made an omelet out of the transmission during a misguided shift? Feel a yen to try something new?

Nail a Corvette engine to an 18-foot, low-flying shingle called a ski boat. Add authoritative chromed exhaust stacks, a very efficient item called a V-drive unit, cavitation plate, gas tank, steering gear, miscellaneous chrome-plated hardware and a very well-upholstered seat. Glue, screw, bolt, chain and padlock everything down. Launch the completed package into a convenient body of water from an exotic looking trailer that's a candidate for a concours d'elegance.

Assuming your craft floats, sit on that well-upholstered seat, start the engine and go. Now is a good time to note that your convenient body of water should be sheltered from any breeze. If it isn't, you may detect that these pretty ripples glinting with sunlight are sending you messages—steam-hammer blows centered on your lower spine and transmitted throughout your body. It may remind you of that ill-advised practical joke in which someone whisks away the chair as you settle into it, letting you crash to the floor with a jar that knocks off the crown your dentist is so proud of. These microscopic waves play this joke every time the boat touches them.

No explanation of the well-upholstered seat is required. And by now, you should understand why the steering wheel must be exceptionally sturdy. It's more for hanging on than for steering. Oh yes, stop worrying about loose items. They have long departed. Hopefully, none of them sought a way out through the bottom.

Go ahead, turn your face toward shore. Smile through those clacking teeth. Take a hand off the wheel, wave and scream, "Look Ma, I'm a ski boater." Ma won't hear you. In fact, you won't hear yourself over the angry blast of the engine. And the waving won't last long. You'll either get both hands on the wheel or go into an uncontrollable (pick one) a. Turn b. Skid c. Roll d. Double Immelmann.

You've just had a taste of one of the nation's fastest growing sports—ski boating. Now infecting waterholes everywhere, ski boating had its legendary beginning in California, where a water skier was looking for new wakes to conquer. He took the reworked mill out of his

chopped and channeled '32 five-window coupe and dropped it into the rear of a light flat-bottom hull. He then had the whole package serve as a tow boat for skiers. More boats were built. And inevitably, two ski boats, sans skiers, contested. Ski boating was born.

The unique characteristics of the ski boat make it a natural popularity winner. Hull design is uncomplicated, allowing many ski boaters to do-it-themselves and build hulls from plans or kits. The engine is mounted level in an open compartment at the rear, behind the driver's seat. The drive shaft faces the front of the boat and extends to the V-drive unit mounted just behind the driver's seat. The propeller shaft juts out of this unit through the hull (back toward the rear at a slight angle). Thus, the propeller is in the water under the engine. The weight of the engine balances the boat with its center of gravity over the propeller so the spinning prop is kept working efficiently in the water as much as possible. A cavitation plate, mounted flush with the bottom at the stern adjusts to trim the boat to ride level.

Californians quickly adapted their sophisticated aircraft and automotive talents to ski boats. Hull design and construction, hardware fabrication and engine installation soon became art forms. At first limited to very smooth waterways by somewhat skittish handling, ski boats became the crowd pleasers in races. Some began attaining record speeds in closed course events while other ski boats were rigged for drag racing. As the sport grew, ski boaters built sturdier hulls and began entering marathon and long-distance races.

Modern engine development has played a big role in the growth of ski boating. Engines featuring durability and sustained high performance are necessary for success in the pounding high-rev running. The ski boaters take automotive engines and increase their upper rpm limit by adding a high-performance cam and valve train. Many ski boaters adopt engine modification tricks now in use by dragsters and stock car mechanics. In using auto engines in ski boats, high-capacity water intakes and water-cooled manifolds are a must.

Corvette-base Chevrolet engines are special favorites among many ski boaters because they have proven rugged in high speed ranges and require relatively little modification for marine use. The 396-cu.-in. Chevrolet V8 is ideal for American Power Boat Association-sanctioned closed course events, which have an engine displacement limit of 400 cu. in. The 427-cu.-in. Chevrolet V8 is popular among ocean and marathon racers because its heavy-duty characteristics make it very durable. Many drag boat devotees turn to the 327-cu.-in. V8 because it is a long-proven performer with easy modification possibilities.

Two of the top ski boats in the nation are powered by Corvette-base engines. "Suddenly," an 18-foot boat owned by Los Angeles firemen Bill Dunsmore and Tony Maricich, was powered by a 396-cu.-in. V8 as Maricich drove to the 1966 APBA ski boat championship. A 19-footer, "Viking Spirit," has been driven by owner Bob Nordskog, a Los Angeles industrialist, to several impressive victories in long-distance events. Nordskog has used both the 396- and the 427-cu.-in. engines.

An emphatic exception to the adage that the pounding makes boat racing a young man's sport, Nordskog, 52,

began as a water skier. He switched ends of the tow rope about three years ago and started driving in races.

Aside from participation, Nordskog gives up some of his busy time to serve boat racing as a vice president of the Pacific Coast Off Shore Power Boat Racing Association. When not involved in racing he heads a firm which installs food service equipment in aircraft for 140 airlines. "One of the boating magazines recently said I race to relax," Nordskog said. "I guess pounding around in one of these things does get rid of business tension."

Nordskog became so interested in ski boating he started a firm that designs, builds and prepares ski boats for competition. The firm specializes in adapting Chevrolet engines to ski boat use. To prove his product, Nordskog drove one of his own boats to victories in the Orange Bowl Regatta in Miami's Marine Stadium early this year. He won both the 250-mile speed classic and the nine-hour endurance race. While many younger drivers called for relief in the jolting nine-hour race, Nordskog drove calmly on to take the checkered flag with an average speed of over 67 mph.

Asked how long he plans to keep racing, Nordskog said he will continue as long as he enjoys it. That promises to be quite a while because high-performance machines are a part of his life. "I learned to fly when I was 13," he recalls. "I used to hang around airfields constantly and I even did some wing walking." He got into aircraft service, which evolved into his present business, but still found time for flying. His interest later turned to cars, and he drove in various local races until "my wife made me give it up." The owner of a much modified and customized 1963 Corvette, Nordskog admits that he still "fiddles around" with some drag racing.

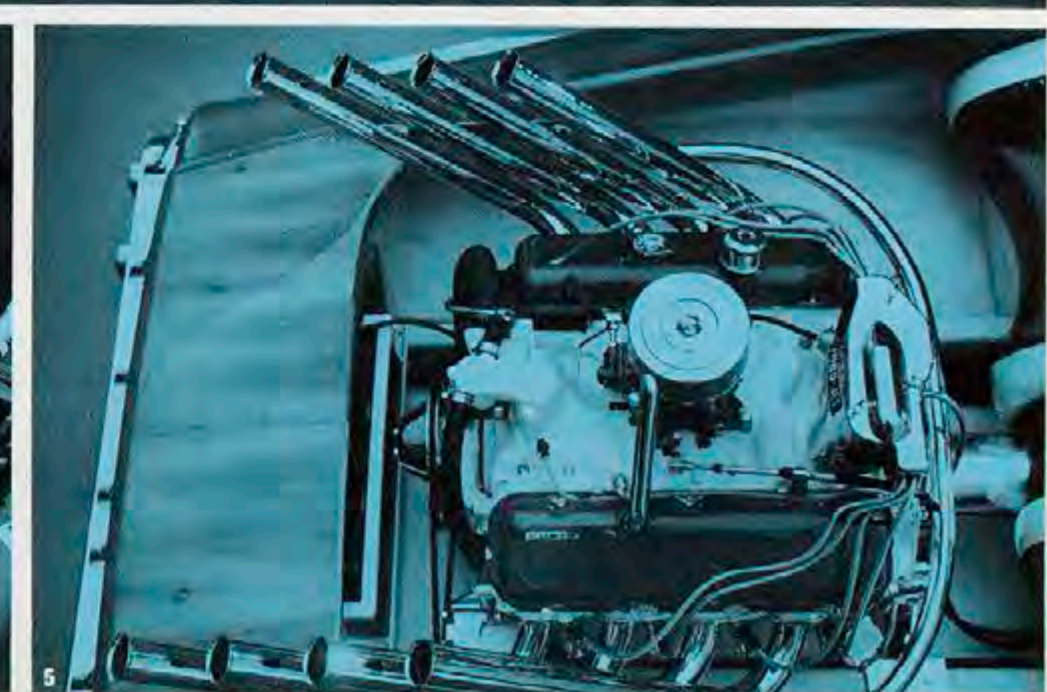
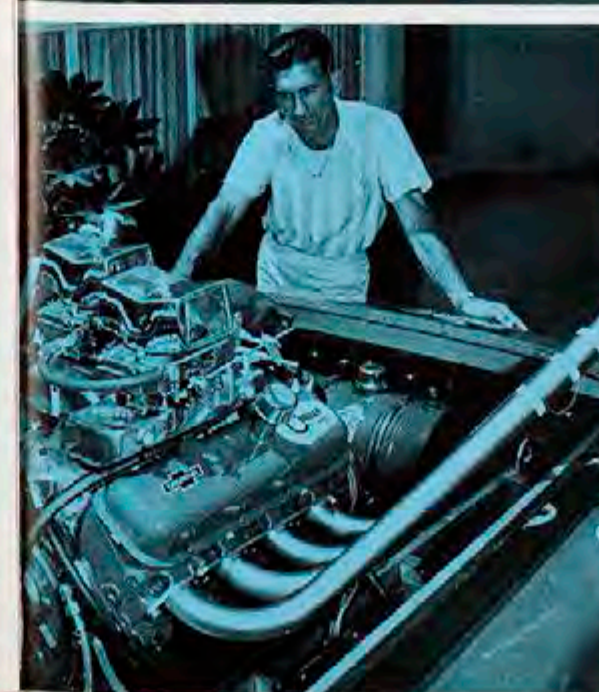
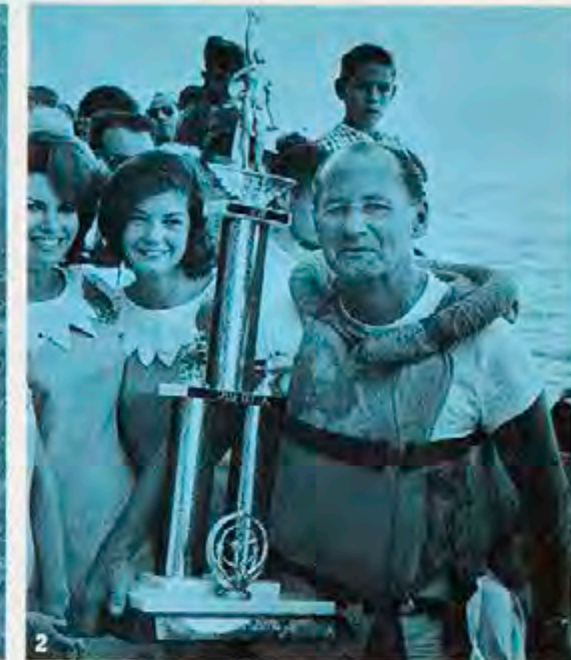
Once cohorts in a Los Angeles Fire Department company, Tony Maricich and Bill Dunsmore parlayed hard work during off duty hours into two national APBA ski boat championships. In racing in as many as 12 regattas a year, the two found they had to serve in separate fire companies so at least one of them was available to handle preparation and care of the "Suddenly."

"I built the planked hull up from another design," Dunsmore said. "We got the engine just two weeks before the national championship this year and spent a lot of time on the dynamometer. We put a special cam in it to turn up around 7,000 rpm, but we didn't have to touch much else." Maricich drove the boat to a win in the championships and later took firsts in races at San Diego and Long Beach.

As an example of the fine art ski boating has become, Dunsmore said that in tuning "Suddenly" for a race recently, he and Maricich found a change in the angle of the cavitation plate of only 1/20,000 of an inch had a marked effect on the boat's performance.

You, too, can be hit by the ski boat plague. The symptoms include a calculating look as the eye wanders over the engine compartment of your Corvette, while the mind dreams of a ski boat blasting ahead of the pack.

1. A typical ski boat, Chevy-powered, on its custom-made trailer. 2. Industrialist/ski boater Nordskog gets the Orange Bowl Trophy. (Photo by Miami-Metro News Bureau). 3. Nordskog shows his wake to the rest of the fleet. (Photo by Miami-Metro News Bureau). 4. Los Angeles fireman Tony Maricich looks over his hot ski boat. (Photo by Hot Rod magazine). 5. A close-up of a 396-cu.-in. Chevrolet engine installation.



**CORVETTE'S  
SPECIAL PURPOSE  
OFF-ROAD OPTIONS —  
WHAT THEY ARE AND  
THE EFFECTS THEY'LL  
HAVE ON YOUR VETTE.**



**THE NATURAL HABITAT FOR CORVETTE WITH OFF-ROAD EQUIPMENT—ON THE COMPETITION CIRCUIT.**

**Corvette News** often receives inquiries from interested owners and enthusiasts about special purpose off-road options. Most of the interest is shown in four options—the M22 4-Speed, F41 heavy-duty suspension, J56 heavy-duty disc brakes and N03 36.5-gallon fuel tank. Since regular Chevrolet publi-

cations list only a brief description of these items (due to limitations of space), **Corvette News** now presents a thorough discussion of the four items as a special service to all interested readers.

**RPO M22 HEAVY-DUTY 4-SPEED**

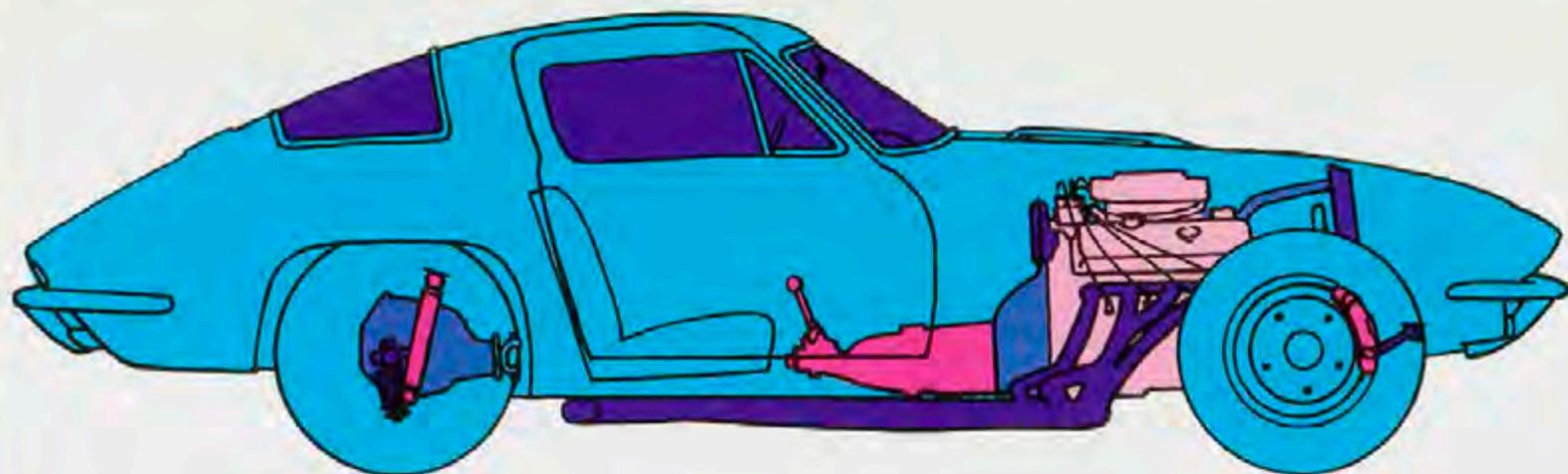
The special heavy-duty 4-Speed (shown

on Page 10 and dubbed by the engineers as the "rock crusher") may be specially ordered. Principal design changes over the regular Corvette 4-Speed are low helix angle gears for greater torque capacity and heavier, more durable synchronizing units. Further, a magnetic drain plug eases oil change

and helps extend gear and bearing life. This transmission is designed specifically for durability under severe conditions and is not recommended for normal street use.

**RPO F41 SPECIAL FRONT AND REAR SUSPENSION**

Improved performance handling characteristics are the product of the special front



PHANTOM VIEW SHOWING HEAVY-DUTY COMPONENTS

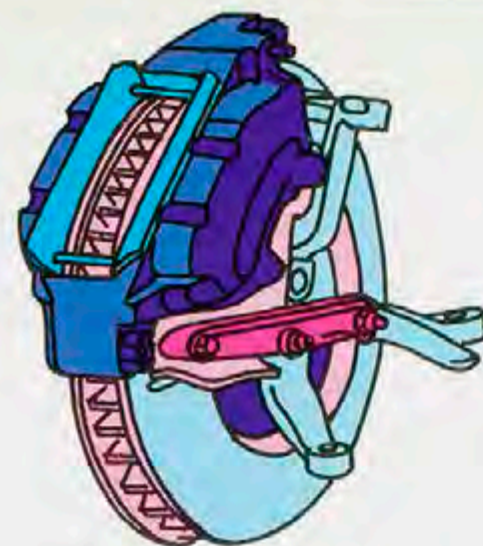
and rear suspension available as RPO F41 for Turbo-Jet V8's only. Specific component changes include front and rear springs with increased rates. (550 lbs./in. deflection rate for front heavy-duty coils. Standard front springs have 207 to 380 lbs./in. variable rate. Rear: 305 lbs./in. heavy-duty leaf. Standard rear springs have 140 to 168 lbs./in. variable rate.) Front shock absorbers have improved valving, and rear shock absorbers have both improved valving and increased capacity (1.375"-dia. size).

In addition, a 0.9375"-dia. stabilizer bar (replacing the 0.875"-dia. stabilizer bar used on all Turbo-Jet models) is fitted in front. The rear 0.562"-dia. stabilizer bar used with Turbo-Jet models is unchanged and is attached at the frame rail on each side and connected to the control arms through links. The F41 suspension is engineered for 1966 Corvettes equipped with the 427 Turbo-Jet V8 only. Owners of 1966 models with 327-cubic-inch Turbo-Fire V8's competing in BP may improve performance handling by ordering heavy-duty suspension components previously released for 327-cubic-inch V8's.

**RPO J56 HEAVY-DUTY DISC BRAKES**

Supplying the retardation necessary to match the motive force is Corvette's heavy-duty disc brake option, RPO J56. This heavy-duty brake option gives an added measure of controllability during high-speed braking. Basic to the system is an adjustable proportioning valve which operates on the rear brakes. Also included are a vacuum power unit with a large-displacement dual master cylinder, reinforced front calipers, redesigned shoes with special semi-metallic linings and rayon-reinforced brake hoses.

The proportioning valve is a servo device (operating automatically when actuated by the driver's foot pressure on the brake pedal), designed to prevent rear wheel lock-up when a transfer of weight to the front wheels occurs during severe braking from high speeds. The valve is located in the hydraulic line feeding the rear brakes, and it limits the pressure available at the rear wheels when a prescribed master cylinder pressure is reached (see chart, upper right, Page 11). Functioning in a manner similar to automatic transmission control valves, desired pres-



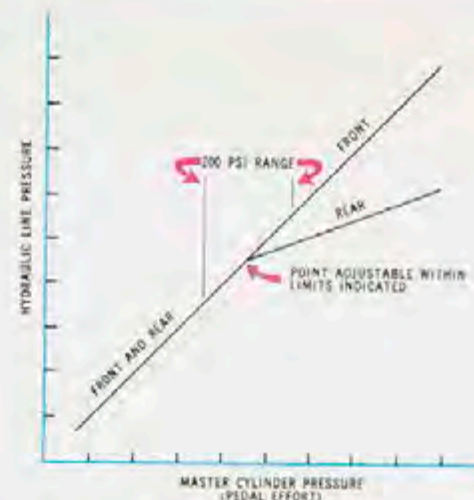
HEAVY-DUTY DISC BRAKE

sure characteristics are attained by changing fluid volume "downstream" from the valve. Valve events can be varied within a 200 psi range to achieve desired braking performance by turning a spring adjuster screw on the proportioning valve. Reason: engine braking on overrun is greater with high numerical axles; valve setting may be changed with axle ratio change for optimum results.

Brake shoe material is a tough wrought nickel alloy, chosen primarily for its ability to retain strength at elevated temperature. It remains stable under repeated high temperature stress and is corrosion-resistant. Brake shoe structural rigidity is increased by flanging the top of the shoe, and two pins are used to retain the shoe within the caliper assembly (a single pin is used to retain the shoe in the standard brakes).

The lining material attached to the shoe is a special semi-metallic composition, selected for excellent high-temperature stability and durability. Linings are also larger for a greater effective braking area.

The front caliper units are more securely anchored by addition of a malleable cast iron



PRESSURE CHARACTERISTICS WITH PROPORTIONING VALVE IN REAR HYDRAULIC LINE

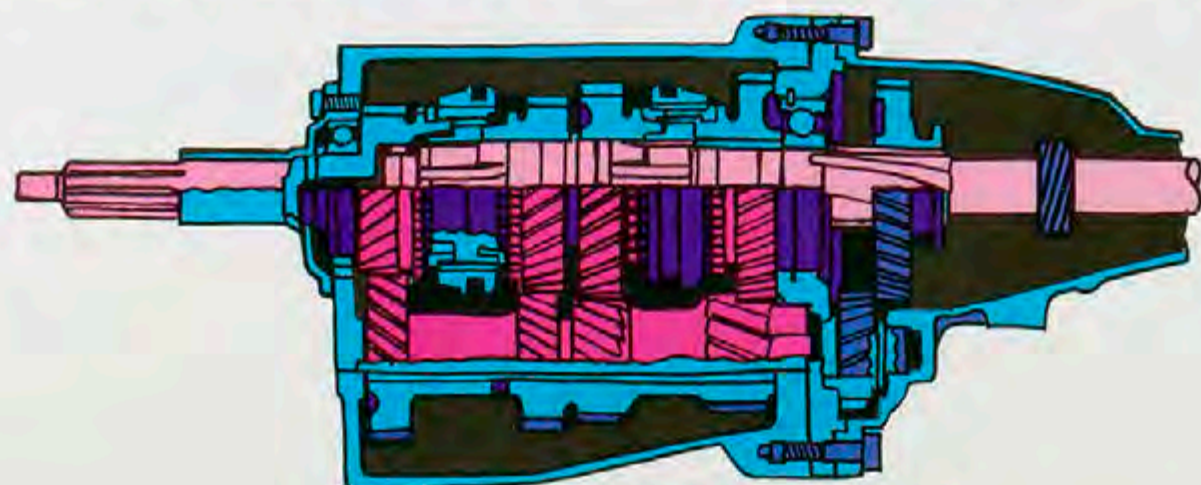
arm, bolted between each caliper and steering knuckle. Rayon-reinforced brake hoses, in addition to having greater burst strength, improve hydraulic response by decreasing the system's elasticity.

Ducts can be added in front to increase braking potential during long, all-out events.

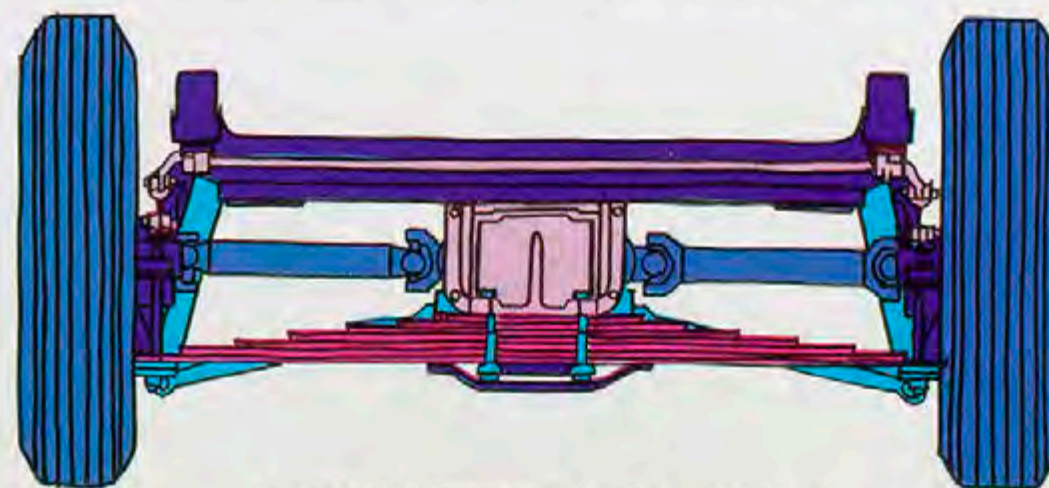
**RPO N03 36.5-GALLON FUEL TANK**

The N03 36.5-gallon fuel tank increases the car's range. You may order the big tank in a sport coupe from the factory. Or, you may order the tank separately through your Chevrolet dealer and put it in the convertible if you completely remove the top assembly. The large tank may not be ordered in a convertible from the factory—it's strictly a do-it-yourself job.

Corvette News hopes this discussion pinpoints the special nature of these four options. Naturally, none of the items is designed for street driving. All are strictly for full competition. So if you aspire to off-road driving this year, order these options from the factory on your new car. The total cost is less this way than if you buy the separate items after delivery.



RPO M22 HEAVY-DUTY 4-SPEED TRANSMISSION



HEAVY-DUTY INDEPENDENT REAR SUSPENSION



*Tape, rivets  
and roller skates...*

*for Dick Guldstrand,  
the race must  
go on!*

***“There are few activities still available to most men that will test their mettle.”***

Webster defines mettle as a quality of temperament or disposition, listing spirit, ardor, stamina and courage as synonyms. This being mettle, nothing illustrates the enormous quantities possessed by Dick Guldstrand better than an incident in 1964.

Dick had just returned to sports car racing competition after finishing the '63 season attempting to pilot his Sting Ray upside-down on the course at Riverside. As a joke, friends in the racing fraternity had taped a roller skate (wheels up) on his roll bar to remind him which side of the car was intended to contact the road. During a practice turn Dick clipped a hay bale, lost control and once again found himself traveling flip-side over—this time on the roller skate!

When the car was righted, Dick sheepishly headed for the first-aid tent and his fellow drivers literally put his car back together with tape, rivets, glue, screws and nails. Dick returned, entered the event and took second place in the hastily patched machine.

In addition to illustrating mettle in the truest sense of the word, this episode also shows more of Dick's finest qualities: he is personable, enthusiastic, and well liked. After all, no one forced the other drivers to pitch in and fix his car. And with a driver of Dick's calibre, it would have been to their advantage to have him out of the race. But Dick makes friends wherever he goes. More evidence of the esteem and respect he evokes was his election as the current president of the Southern California Race Drivers' Association.

Cars and racing have been a major part of most of Dick Guldstrand's 38 years. He began at an early age with a Soap Box Racer, graduated to a Model A jalopy, ran a hot rod at El Mirage Dry Lake and piloted a land speed car at Bonneville—and all of this before college. During his years at UCLA he helped pay for his education by driving midgets and sprint cars. He then decided to leave oval track racing for what he considers the more challenging twisting road courses.

Dick bought his first Corvette, a '56, in 1958 and spent two years preparing it for racing. He received his competition license in a single day when he beat his driving school instructor at Riverside Raceway. In late '60 he was ready to race.

The next two years were spent competing regionally and becoming accustomed to sports car racing. Then, in 1962, Dick met two people who were to play important roles in his driving career. The first was H. E. Baher of Baher Chevrolet, Hermosa Beach, California, whom Dick describes as “a true enthusiast.” Baher furnished a bright red Sting Ray and encouragement, and Dick began competing in A Production.

In 1963, the Baher Sting Ray was entered in 18 races and Dick took 3 firsts, 10 seconds, 3 thirds and failed to finish only twice. Dick was undaunted after his 1963 mishap but quite surprised when Baher provided the new red Sting Ray (the one with the roller skate accessory) for the 1964 season. “It's hard to find that

kind of faith,” he recalls, still with some disbelief.

By mid-season, Dick was leading in Divisional Championship Points right in the middle of Carroll Shelby's California snake pit. He finished the year in second place and made such a successful showing that he was voted 1964 Driver of the Year by the California Sports Car Club. That year, he towed his Sting Ray 20,000 miles to compete in 21 races and finished in the top three places in 19 of them.

In 1962, Dick also met “Big Bill” Andersen (5'7" and 110 pounds) whom he describes as his mechanic, tow driver, arm chair psychiatrist and social worker. To appreciate the importance of “Big Bill” as a good mechanic, consider the two things Dick Guldstrand says he's learned racing: “You are no better than your crew and car make you; and you must finish to win.”

He likes to cite one particular incident which typifies Bill Andersen's dedication as a mechanic, friend and sportsman. It was in 1963, and Dick was driving the first Sting Ray roadster in competition. The street windshield was determined to be too large and the rule book was consulted . . . with some confusion. It stated that the windshield could be replaced with a much smaller one, but was vague about how this should be done. So they simply sawed it off.

The first race for the car was at Riverside and the modification went unnoticed. The second race was at Cotati, north of San Francisco. Bill was to be best man at a wedding so



Dick towed up alone. Everything went fine until the officials discovered the handiwork on the windshield and disqualified the car. Legally, the windshield could be unbolted but not sawed off.

Dick called the wedding where both the reception and Bill were in full swing and explained the situation. He asked Bill to send a windshield, frame and all. To be sure it got to the airport, Bill went to the garage, picked up the windshield and hardware and, resplendent in his tuxedo, departed for the airport. The airline officials refused to take the windshield by itself, and had reservations about Bill, still in tuxedo, and obviously still fresh from a swinging wedding recep-

Winner!

Pomona, California, July '63.

tion. He explained that it was top-priority experimental equipment and was finally escorted aboard. He arrived at Cotati at 4 a.m. looking a little worse for wear (who wouldn't), and by 6 a.m. had the windshield welded in place. The race? Dick won!

Among Dick's recent major achievements was his role in the impressive Corvette win in GT class at the Daytona 24-Hour Continental (reported in another story in this issue). Dick is also a first-rate racing mechanic. He built his first three cars himself and says, “Your first competition is always with a wrench.” He helped Dan Blocker at the 1965 Riverside Grand Prix and has worked the pits at the Indianapolis 500.

Looking towards the coming season, Dick is building a machine for the SCCA Modified class where he plans to take on the Chaparrals, Lotuses and other wild hybrids. His powerplant will be a Chevrolet—“I wouldn't use anything else”—which has been treated to the inimitable Guldstrand magic.

In driving philosophy, Dick has to be classified as a charger. In fact, gentle nudges have left so much of his Sting Ray's red paint on other fenders that his fellow drivers have jokingly threatened to paint all their cars red, too. “You win 'em in the

corners,” he says, “and when the traffic's heavy you just bull your way through. So, if three of us get into a corner where there's only room for two—well, somebody just has to get a little red paint!”

Dick prefers the “loner” role rather than team driving due to the fact that the teams usually plan a strategy for each race designed to put one pre-selected car in the winner's circle. The single driver can go for the win every time without restriction. His favorite course is Riverside which he describes as having “every conceivable course condition—turns, banks and straights.” Other favorites are Willow Springs, California, and the Phoenix International Course.

When he's not racing, building or preparing cars, handling official business as the Drivers' Association president or serving as driving instructor for the SCCA, California Sports Car Region, Dick turns to his hobbies to keep busy. They reflect various aspects of his character and environment: water skiing and skin diving because he's a Californian, girls because he's a bachelor, and flying because a person like Dick Guldstrand is just hopelessly hung up on fast machines.

**Leading the pack at Willow Springs, California, August '65. Note roller skate accessory.**





# The tailor-made Corvette '66 style



With the wide assortment of '66 Options and Custom Features, outfitting a Corvette to suit individual tastes is as intriguing as selecting the color, fabric and style of a fine tailored garment. Many feel the mere purchase of such a resplendent vehicle as Corvette tells the world one is an individualist. However, it was felt that the true nature of this individuality needed further exploration. So *Corvette News* did a bit of researching into 1966 model preferences to find out just what Corvette buyers are actually ordering to air their individualism. We think you'll find the statistics most enlightening. For instance, out of every 100 owners of '66 models:

Convertibles won hands down with 62 buyers (28 of these purchasing both the hard and soft tops). We found white to be the first color choice in convertible tops with 32; black the choice of 23. The balance purchased beige.

With a choice of four engines, 35 devotees elected the standard 300-hp 327-cu.-in. V8; 27 went with the 350-hp. The 390-hp 427-cu.-in. was the pick of 18; 20 of the more gung-ho chose the big one—the 425-hp with 427 cubes.

Next stop: brakes. Four took the optional heavy-duty discs with power assist. Twenty-four added power to the standard disc brakes,

while the rest of the folk picked the standard discs without power.

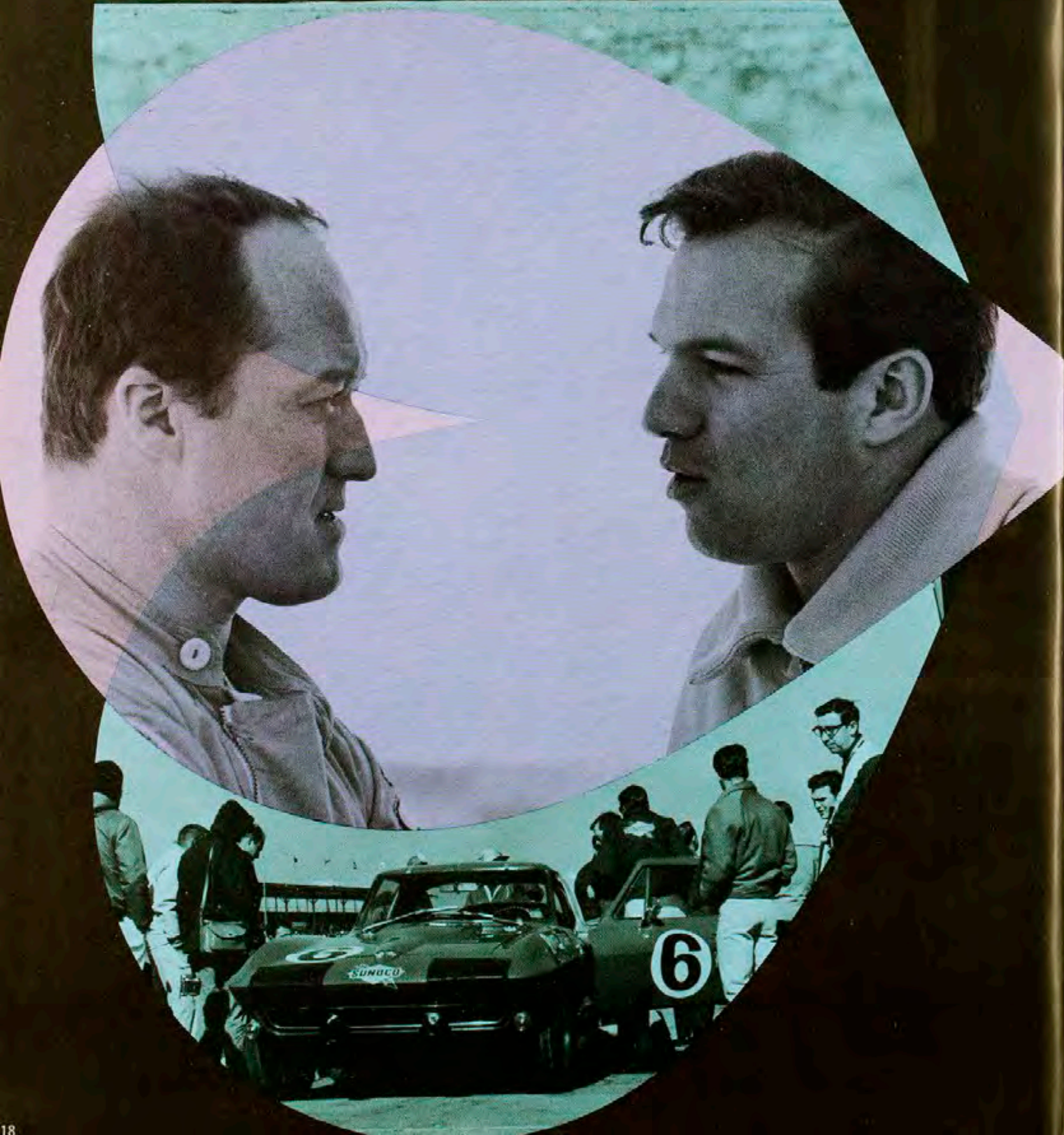
Nine buyers who appreciated the ultimate goody selected the genuine leather interior trim . . . the remainder took standard vinyl. Of these, black led all the way as the favored color choice of 45. Blue ran second with 15. Third and fourth places went to bright blue and red, respectively. After that, it was every color for itself.

Nassau Blue garnered top honors in the choice of exterior colors, with Rally Red, Milano Maroon and Silver Pearl following.

The AM/FM radio was the choice of 96. Twenty-eight purchased the transistor ignition system. More delving revealed 19 selected the telescopic steering wheel; 17 of the more discriminating adding the optional wood steering wheel.

New this year, and optional on all '66 Vettes, are the thinline white-wall tires: 72 people picked 'em, 16 decided on the optional gold stripes while 12 preferred blackwalls.

There you have it—what a representative sampling of Covette owners actually ordered on their '66's. If you're in the minority, we salute you. Long live individuality! If you find yourself with the majority, be proud. Isn't it nice to know there are others endowed with your good taste?



## IN CASE YOU HADN'T HEARD

*...both Corvettes in Daytona's 24-hr. Continental added fresh laurels to your favorite car.*

Back on February 5 and 6, Mr. Bill France emulated Le Mans, via the first 24-hr. go at his renowned Daytona Speedway. If you followed the news aftermath, you know that Ford Mark II Prototypes took the top three overall honors. But there was plenty more to the story that most wire reports overlooked.

Like Corvettes. And like GT class. Which make a mighty newsy account all their own.

The fun and gambols really began on Monday, January 31 and ran throughout the entire week when registration, inspection, day-and-night practice and then qualifying all took place. Give Bill France full credit for enterprising endeavors. He brought this year's Continental to its 24-hr. length, after moving it from 3-hr. times in '62 and '63 on up to a 12-hr. span in '65. It's both FIA- and SCCA-sanctioned which assures the world's top drivers seeking championship points. The

\$52,000 purse didn't hurt in luring entrants either.

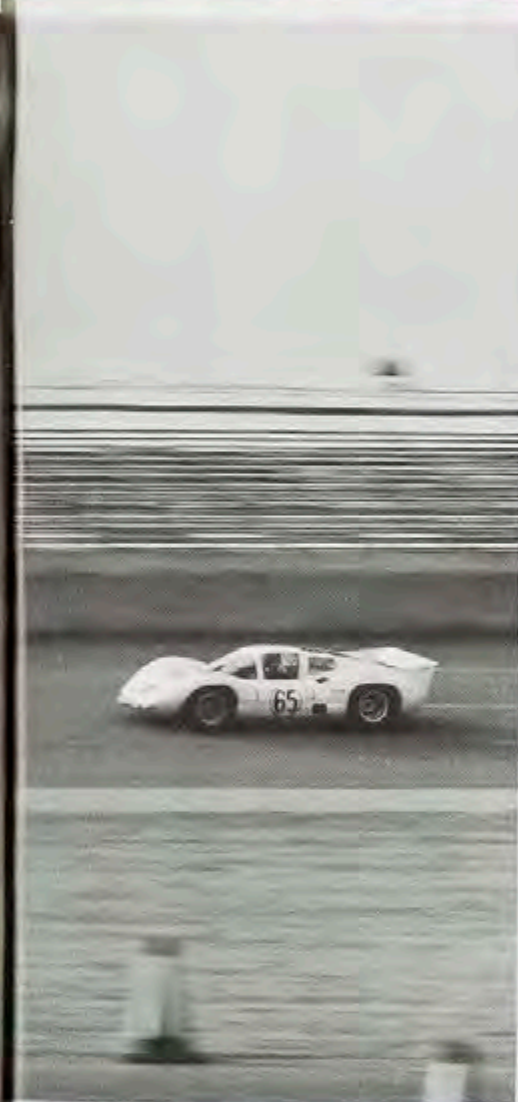
For the '66 Continental, he was also able to offer new awards, including a trophy to the American production car which proved the most durable and reliable. Over just a few years, he's built one of the finest tracks in the world. His organization is pro from the race officials to every gate guard. He lined up 60 car entries by Saturday's kickoff and, for spectators, even a sprawling carnival open during the week and all night on race day. The Continental isn't Le Mans yet, but in many ways it's the closest so far in this country.

Action picked up on Wednesday and Thursday during the practice sessions. And, if you were a Corvette buff, interest rested on the two Sting Rays among the 18 GT entries.

Well-publicized driver Roger Penske entered a red #6 Vette as owner and pit manager

**Middle Left:** An all-business driving discussion between Corvette-pilot Bob Brown (on right) and Stinger-entrant Russ MacGrotty.





solely. Sticking to his avowed driving retirement, Roger left the piloting to Dick Guldstrand, Ben Moore and George Wintersteen. Both the driving and car management were professional in every degree. The car was highly refined (within FIA—SCCA limits), starting with extra-large side stovepipes. A unique hood configuration allowed exceptional engine breathing (roughly 20 horses added power) through an air intake at the base of the windshield. Overall, weight was lightened a couple hundred pounds or so over showroom condition.

Practice for #6 went fine on Thursday using a stock engine. For Friday's qualification, however, a new Traco-prepared powerplant was installed and Dick Guldstrand qualified the Corvette at a highly respectable 2:10 lap time.

At the adjoining pit was George Cornelius' #67 trophy blue Sting Ray. For the Continental, George acted in a tri-role as owner, car manager and driver. His other two capable drivers: Dick Boo and Bob Brown. The #67 Corvette itself made an unusual contrast to the #6 Corvette and what each would do during the upcoming grind. This was because George's #67 stood probably about as showroom stock as any car entered in the Continental could be. It had both bumpers, along with its Florida license plate. It had the heavy-duty 4-speed box, but only the standard disc brakes. Engine was the 427-cu.-in. Turbo-Jet; exhausts were the side-mounted factory option.

Special front lighting included four auxiliary lamps ranging from pencil beams to a wide

180° sweeper. But other than those required driving and identification lights, the only changes made from showroom stock were 7-inch mag wheels and racing rubber.

George Cornelius got the car only eight days before and had no chance to undergo a desired amount of break-in mileage. To top it all off, he said it was his wife's car and he drove it to the track!

So shaped up the Corvette entourage of two for Saturday's green flag. Both Corvettes qualified well on Friday afternoon. Starting grid positions, however, really had little significance for an event geared to run twice around the clock. Better to be back in the pack at grid time than to risk a breakdown at qualifying time. Dick Boo put it all in logical perspective, "Remember, this isn't a race. It's an endurance contest."

Endurance contest strategy was worked out carefully by both Corvette teams. Both groups talked in rpm peaks, not speed peaks. Cornelius, Boo and Brown planned to hold around 5000 rpm max; Penske's team somewhat higher. Cornelius figured at least two, perhaps three, changes of brake pads would be needed over the 24 hours. The important name of the game for all concerned was to finish. If they could do that, their chances for a GT victory could be very good. But other GT competition would be stiff. And a lot could happen from 3:00 p.m. Saturday to 3:00 p.m. Sunday.

On Saturday, long past the noon hour, the whole atmosphere at Daytona Speedway seemed strange for an event of this magni-

tude. Everything was unusually subdued. Spectators seemed to trickle into the huge grandstands instead of entering in masses. That tension of excitement common to automotive competition hadn't as yet materialized. The most relaxed of all appeared to be the drivers themselves: Bonnier, Hill, Miles, Ruby, Rodriguez, Andretti, Ginther, Gregory and many others.

Pit crews, however, began to quicken the tempo. Roger Penske was already on the move constantly, checking everything on the #6 Corvette and its pit equipment over and over again. His pit inventory reflected his organizational preparations. There were three or four air tanks on hand . . . a half dozen or more big and small tool chests . . . one fuel drum up in place on the high pedestal and at least four other full drums in readiness . . . three large wooden boxes containing assorted parts . . . power equipment for wheel changes . . . more than a complete set of new tires . . . a spare gasoline can . . . two large beam lights mounted for nighttime pit illumination . . . a Honda . . . five or six crewmen working on the car . . . and a supply of beach chairs.

By contrast, the pit stock for George Cornelius' crew once again highlighted the interesting difference between the two

**Top:** This one didn't win, but one of its Ford Mark II brethren did. **Bottom Left:** A Ferrari winds its way on the Speedway oval. **Middle Right:** Continental fans got their first view of the new closed Chaparral. **Bottom Right:** Dick Boo



Corvette entries. Two fold-down wooden chairs set alongside a small card table . . . one large tool-drawer file on wheels . . . two or three spare tires . . . three mighty battered gasoline cans . . . a flashlight . . . a canvas wind-breaker stretched across one pit end . . . and a sparkling new water can.

So for Corvette followers, there would be a play within a play during the next 24 hours. Two Corvettes against the GT field . . . and a low-key kind of Corvette operation against a much more extensive kind.

Maybe the elderly gentleman observed in a blue Sting Ray convertible had a premonition of what was in store for the Corvettes against the GT field. This was several hours after the race had been underway. He looked very distinguished in dapper felt hat with feather and was inching along in spectator traffic adjacent to the 180° turn on the Speedway's infield track. The driver ahead of him stopped only momentarily to talk with a passerby, but the delay prompted our indignant Corvette driver to lay on his horn with exceeding emphasis. "You tell him, Dad!" someone hollered from the crowd. It seemed that even at this early phase of the Continental the winning fever had taken hold among all kinds of Corvette fans.

Things already had settled into a familiar pattern on the track and around the infield grounds. Jim Hall's and Hap Sharp's new closed Chaparral was back in competition, but an hour-plus pitting for front-end troubles had tolled its hopes. Carroll Shelby's Ford Mark II's whined with gusto, while the Ferraris

still contested. The inspection garage (at Daytona, they call it "scrutineering" and you even see uniformed personnel labeled "scrutineers") was relatively inactive, only some moderate tinkering and mechanical repairs going on. Far more spectators milled over the infield grounds than could be seen across the oval in the grandstands.

Dick Guldstrand summed up the driving pattern in #6 Corvette, "It's great fun out there. The toughest part is holding off on the gas. I passed a Ferrari at several points and that really felt good. But brakes are more important for us at this point so I just let him pass me back." Dick commented that he seldom went below 3rd gear, back into 2nd occasionally. But even doing this, at the end of his first drive, he was ahead of all the Cobras.

The #67 Corvette team were scheduling their pit stops for fuel at roughly 1½-hour intervals. And they usually were making a driver switch at each interval. Their strategy stayed constant: holding to 5000 rpm max, lap times of 2:30 or thereabouts, brakes feeling fine.

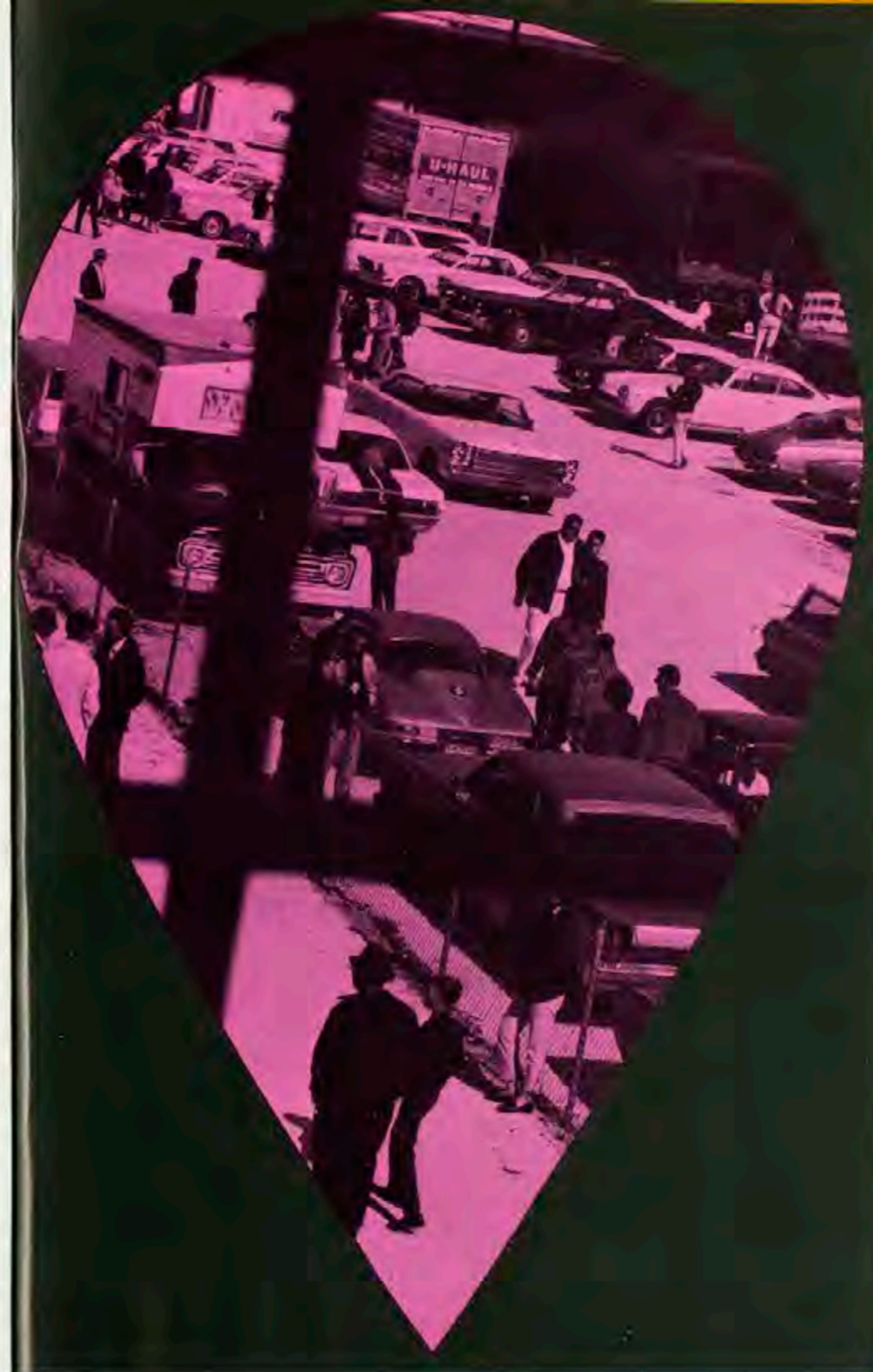
The engine sounds and the clock droned on. It could not, by any stretch of any imagination, be dubbed an exciting spectacle. But it surprisingly held your interest. It still was, and would be, an endurance contest.

By the dawning hours of Sunday morning, the Chaparral had withdrawn. For top overall spots, it was almost all Ford Mark II's except for that one nagging Ferrari driven by Andretti and Rodriguez. A lone Yenko Corvair Stinger

entry was running like downtown. So were gal drivers like Donna Mae Mims and Suzy Dietrich in their cameo Sunbeam Alpines. And #6 Corvette was far out ahead in GT class; with #67 Corvette handling exactly per strategy.

Then about this time came the unexpected. Ben Moore up in #6 touched the front end against a retaining wall. It affected the steering just enough that, with Dick Guldstrand driving a few laps later, a traffic jam resulted in front end damage for #6. In this case, the bite was worse than the bark. It shot the radiator and headlighting. Radiator replacement appeared stymied until a private Corvette owner offered rescue. He agreed to the use of his radiator; crewmen yanked it, put it in #6, taped a flashlight on the fender to replace a damaged lamp and #6 was back out on the track. A second flashlight needed for the other headlamp shortly after was the only other delay.

Fresh interest developed around the noon hour. The #67 team's concern had been to last and they were doing that admirably. But now they discovered that in the preceding two hours, they had picked up five laps on the next GT. The sudden question: Should they chuck their modus operandi maintained over the last 21 hours and chance some mechanical failure just to improve their position by one place? The answer: Why not? So for almost three hours until the checkered flag dropped, #67 increased speed by four to six seconds per lap. As it turned out, it wasn't enough to overtake the next car's



lead, but it added considerable excitement to the Corvette camp during the waning minutes.

So in case you hadn't heard, there was plenty to cheer about for Corvette in the Daytona 24-hr. Continental.

The #6 Corvette won GT class by 27 laps over the second-place Porsche 911. #6 had traveled 575 laps over the 3.81-mile course or more than 2,190 miles during the 24-hr. span.

As for #67 Corvette, it captured its own kind of victory. It operated at near perfection for the entire 24 hours, on its original standard brakes and in its almost showroom form and placed 4th in GT class.

As for the trophy to the American production car which proved the most durable and reliable, it also was presented to #67 on behalf of the International Association of Police Chiefs. In contention were the Corvettes, a Corvair, Mustangs, Barracuda and Marlin. The award was based on the least repairs made during pit stops.

And just for the record, Porsche 904's took the top slots in Sports class. The gals went all the way in their Sunbeam Alpines. The Yenko Corvair Stinger was still flying at the checkered flag. And none of the Cobras were around at the end. But then, neither was the Chaparral nor close to half of the starters.

**Top:** On the outskirts of pit lane. **Bottom Left:** Roger Penske (on left) with his GT-winning #6 Corvette. **Bottom Right:** George Cornelius with his trophy-winning #67 Corvette.

# "HOLY EMBARRISMENT! KARS ARE GOING FROM BAT TO HEARSE!"



The watching machine surges to life and there! . . . there before your line-scanning eyes are the Caped Crusader and Boy Wonder plummeting down twin Batpoles (every Wednesday and Thursday night on ABC-TV).

Fast fade, cut to entrance of Batcave.

Sound of powerful engine. Eager pupils dilate.

Out thunders the Batmobile®, rear wheels pegging sand and gravel over half an acre. A roadblock looms up, falls down, the Batmobile® is G-O-O-N-N-E!

Yes, 5,500 lbs. of flying mousemobile will do its share to rid Gotham City of greed-eyed mobsters.

Thursday, too, another network. Something tall, dark and random lumbers out of the dark, squeezes into a hearse-like hot rod and moves out to a dirge of 10 wailing carbs and 11-in. slicks turning over in their . . .

You guessed it. Herman Munster is off to work in the Munster Koach. Graveyard shift, what else?

The fertile brain behind these under- and other-worldly teevehicles belongs to George Barris, a guy his competitors call "King of the Kustomizers."

Small wonder. For a quarter of a century now, his daring installations, imaginative designs and plain old automotive know-how have given rise to a couple of generations of copycats. Floating grilles, fadeaway fenders, channeling, sectioning, fish scale paints, you name it. Either Barris did it first, did it best, or both.

And would you believe it? He's only 40. George got an early start. At nine he was winning local model-making contests. At 13 he tackled his first full-size job, mother's '25 Buick. Seems he didn't botch it because in 1940, now all of 15, he owned a '36 Ford convert and an A-model roadster that was hardly early Dearborn. Push-button doors, Frenched headlights and an alligator hood were new, yes indeed, new. Other people saw . . . dug. George was in business.

Today, Barris and his partners, Les Tompkins and Vin Kuns, turn out some 500 to 600 Kandy-Kolored, Dome-Covered Kars a year from their 18,000-sq.-ft. Custom City studio-shop in North Hollywood, Calif.

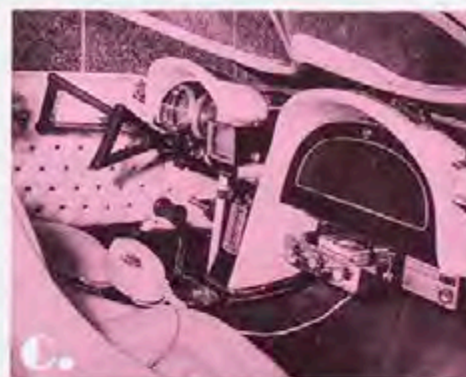
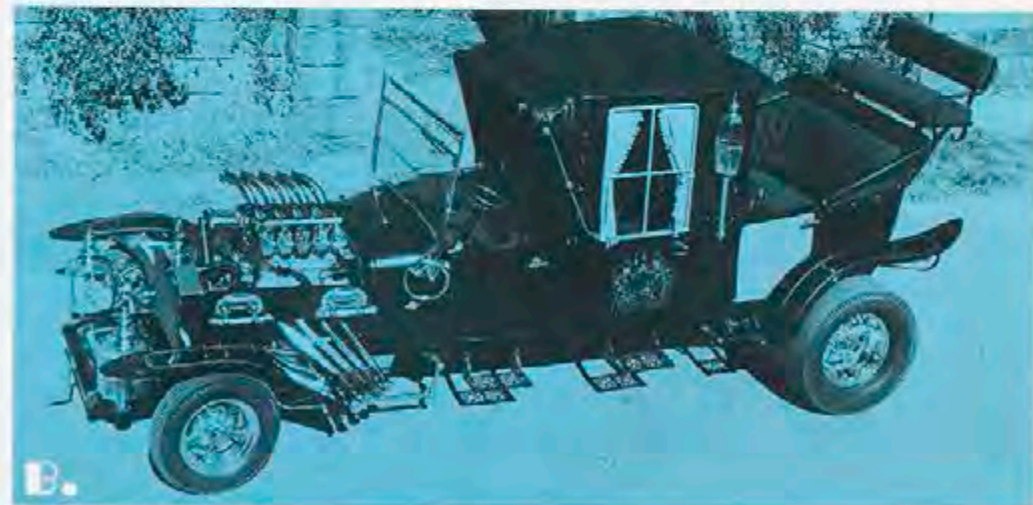
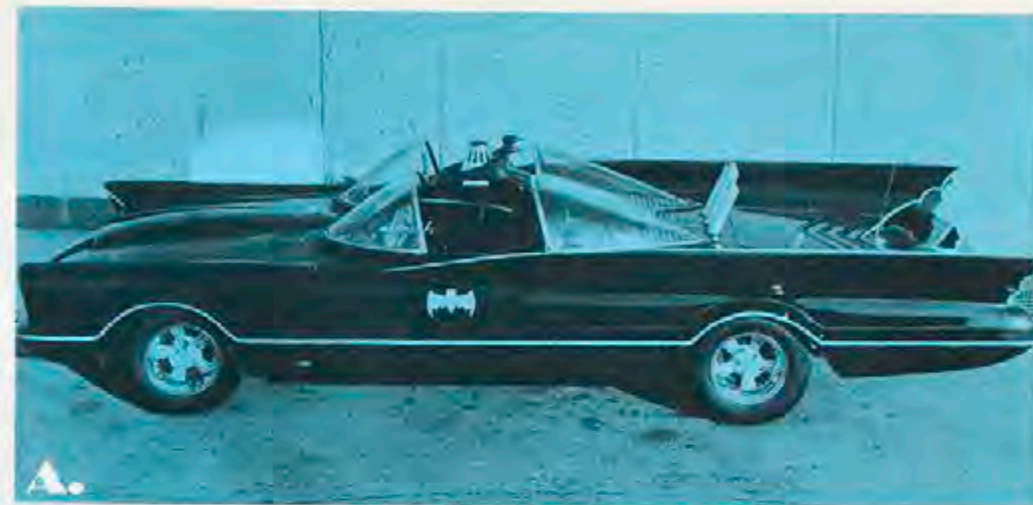
*Corvette News* talked to Mr. Barris recently about his creations and work with Corvettes.

**NEWS:** Suppose someone walks in and asks you to build him a car. Do you follow the owner's ideas or is it strictly your creation?

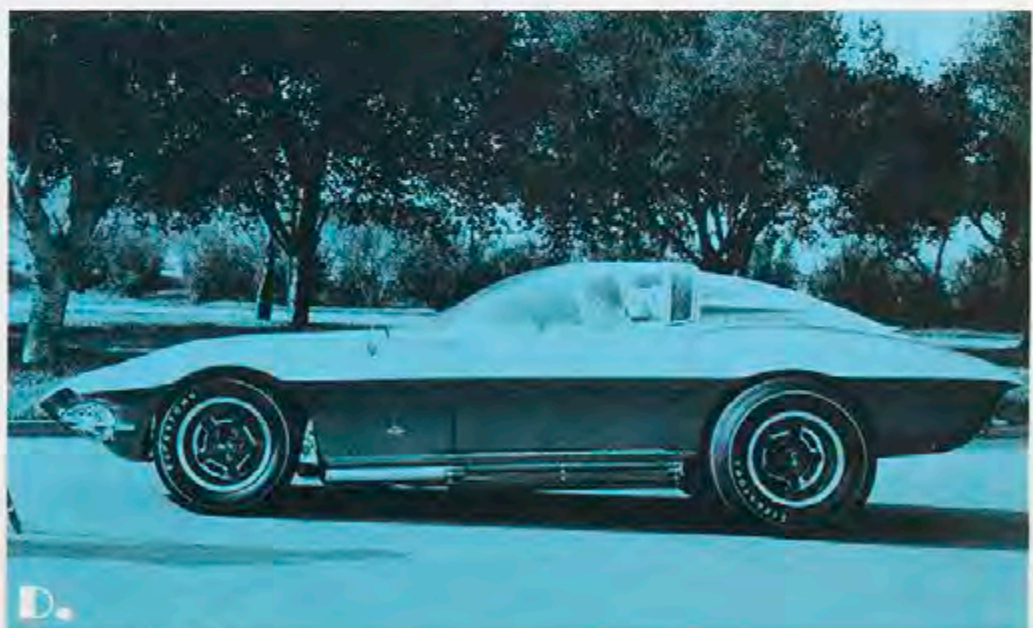
**BARRIS:** First, let me say that we don't limit our output to the really radical designs like Munster Koach and Cosma Ray. We go from small modifications up. Quite often, however, someone comes in and says, "George, build me a wild machine." Then, with some reservations, the design is my baby.

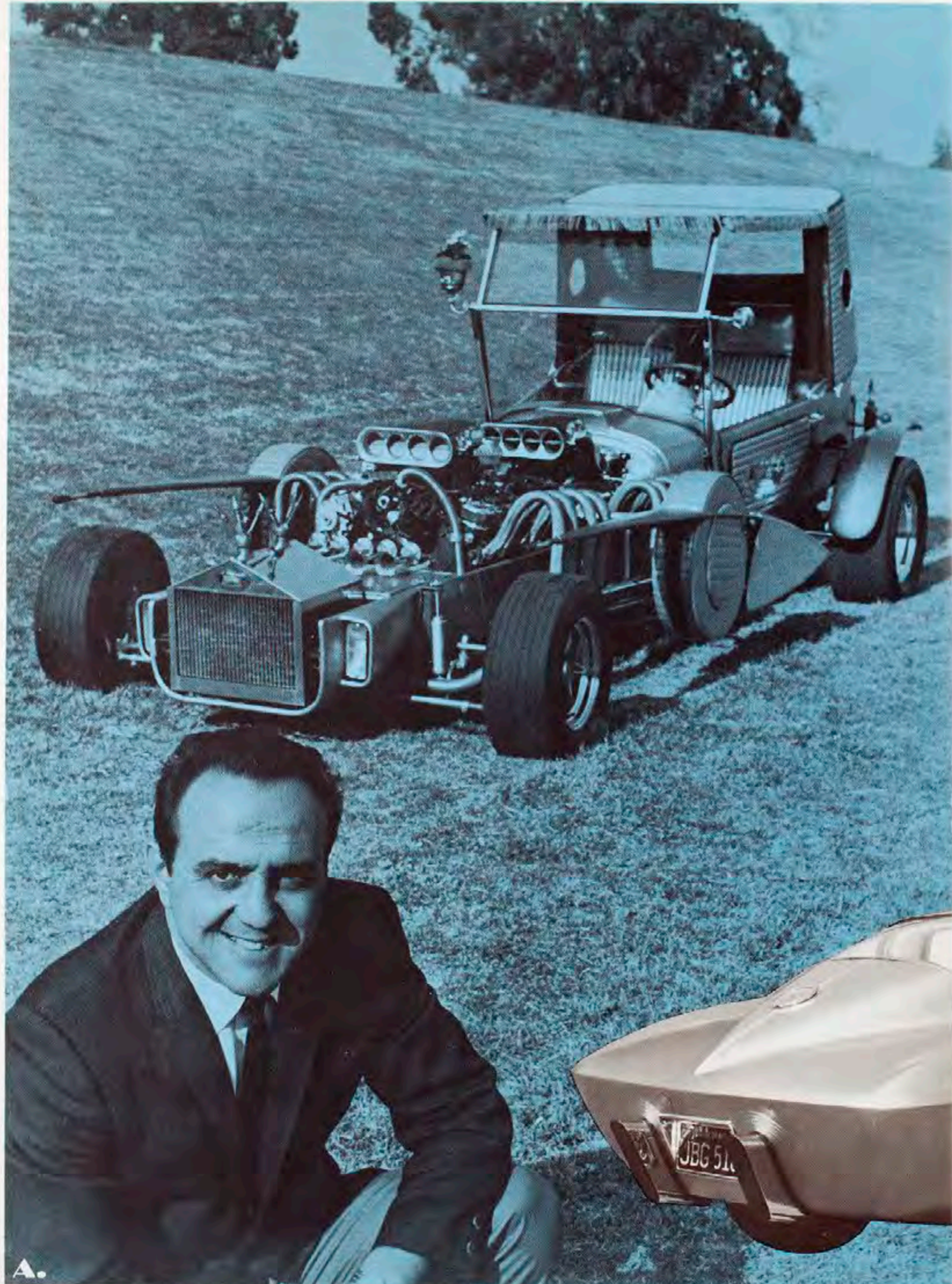
When we start to build a car, we don't go into it with any preconceived notions. We ask our hypothetical someone what basic car he likes — Mustang, Chevrolet, Corvette — and take it from there. In other words, we don't try to give him something he doesn't want. But sometimes people ask for suggestions, so we recommend a car that lends itself to the amount of money they can spend. If they have a small budget, we recommend a Chevrolet. There's less work involved, less money, and the result will still be exciting. If they want something more radical and can afford it, we recommend Corvettes, Mustangs, Continentals, and so on.

Once we've settled on the basic automobile, we do a



**A.** Hold up, felons, the fuzz is comin'! Literally. The Batmobile® has 60 coats of yulet-glow bat-fuzz black paint trimmed in fluorescent corse. **B.** Custom City completed the Munster Koach in less than 30 days at a cost of over \$18,000. Herman hardly drives a stiff bargain. **C.** Interior of the Cosma Ray seen below. Features contoured bucket seats with walnut buttons, moulton carpeting, Brazilian walnut trim, television tape recorder and telephone. **D.** The Cosma Ray, owned by Robert C. Greenwade, Jr., Blackwell, Oklahoma. Note the blown plastic double-domed top, walnut heat guards on off-road exhausts and custom-rolled tires. This beauty has won every show in which it has been entered. Cost: \$30,000.





A.

complete research job on the owner. We study his personality, character, clothes, home, color schemes, voice, where he works. In fact, we go over practically everything . . . even his library and record albums.

Then, we do a rendering and have another meeting. My wife talks over the interior with the feminine half of the family. We certainly don't want to give them velvet or fur if they prefer suede. (Editor's note: Mrs. Barris designs many interiors for Kustom City clients.)

Finally, we make a clay model of the car because sometimes the design we have on paper doesn't quite come off on the genuine article. This gives us latitude to modify as we go along.

NEWS: Do you do any of the work yourself?

BARRIS: I just don't have the time any more. But I definitely do the first layouts after designing the car. Then, I sit down with our workers and plan it out . . . how I want it to be constructed. During the production stage I make periodic inspections to see that everything is going as it should. My partners handle all construction. I follow it through to completion.

NEWS: Tell us about your Corvette customizing.

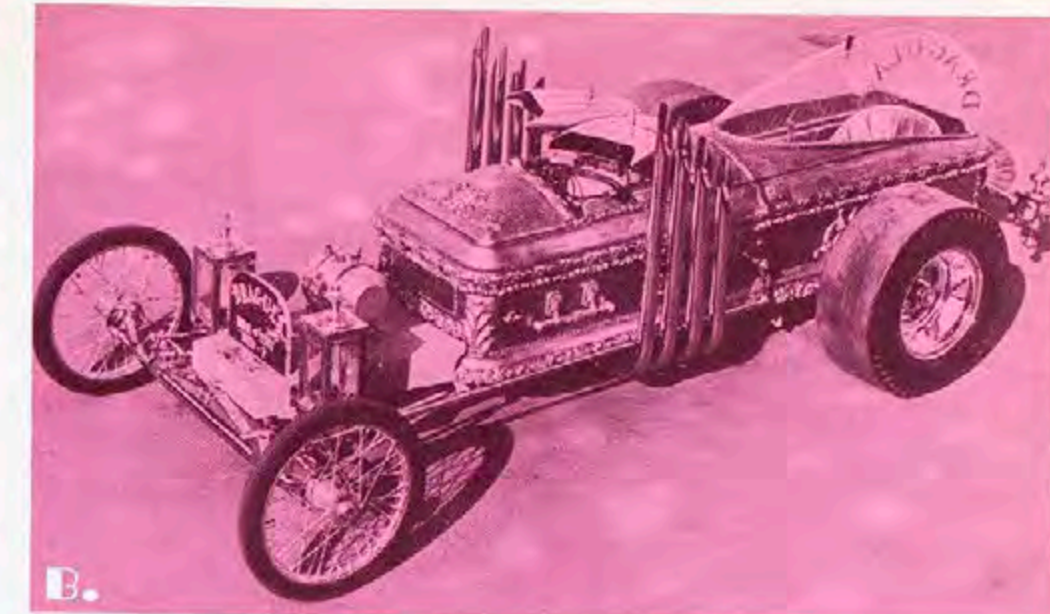
BARRIS: We keep real active with them. This is a Corvette center out here in California. Only problem we have with Corvette is insurance. People steal them too fast. They even stole my partner's. Was he sick about it!

NEWS: Do you find the Corvette's fiber glass body gives you any more freedom for expression?

BARRIS: In some cases it does, in some it doesn't. We have a little more work in smoothing out the glass to get a more finished, polished effect. But we get more latitude in construction. We can build up the material. Metal has to be bent and sculptured. Working with fiber glass makes it a lot simpler.

NEWS: How about the Corvette engines?

BARRIS: Corvette engines are some of the most frequently used — in moviemaking, hot rods, in productions — because of their lightness, power and parts availability. Manufacturers will make special bell housings for them because they're so popular, whereas they won't for those not used as much. The Corvette engines are big with young people, who use them in their hot rods, and in what we call "engine swapping."



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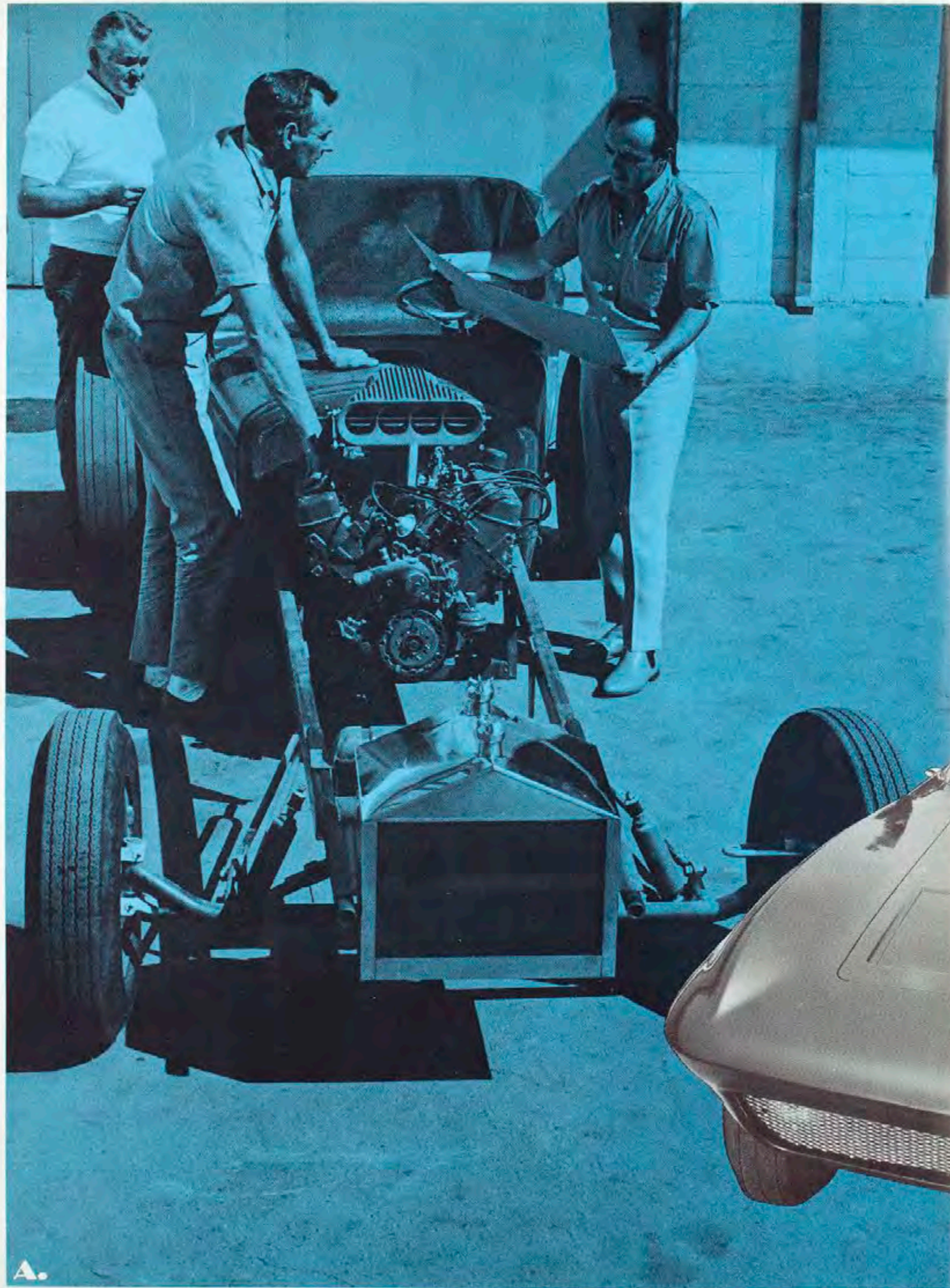


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A. George Barris and his ZZR, a twin-engined scurry with the fringe on top that appeared in a teenage movie spoofing the spy cult. Horsepower — 800. B. The Drag-u-la, another Barris creation, is the Munster Family's second car. Since it cost three grand less than their Koach, they're actually lowering themselves whenever they drive it. C. This vicious-looking Vette—the a. i. special — belongs to Lee Simms of Los Angeles. It was the Grand Sweepstakes Winner at the L. A. Sports Arena Show. That's Barris relaxing. D. Three views of the Astroid, which is owned by Robert Nordskog of Van Nuys, Calif. This blown bombshell is the biggest overall winner in the show circuit.



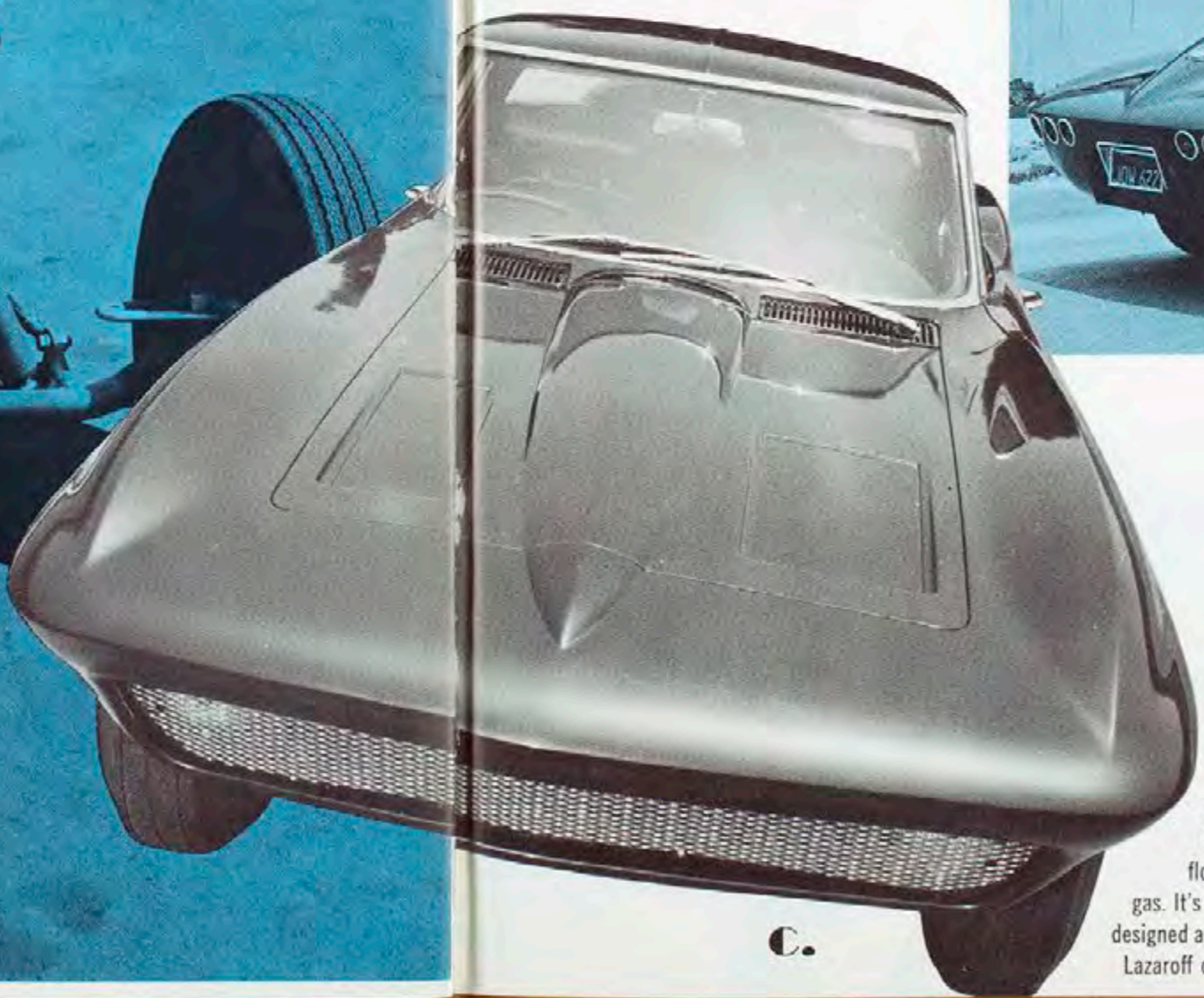
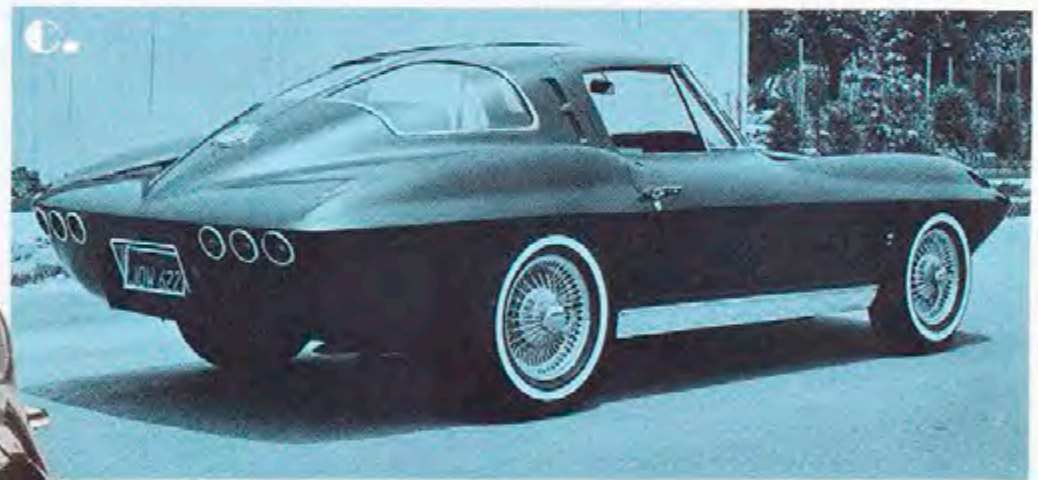
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NEWS: Of all your creations, have you a favorite?  
 BARRIS: No, not really. Each one is a new challenge, a new thrill. Planning it gives you such satisfaction that no matter what model or year you do, it gives you a good feeling. Of course, all people don't like all the cars; but in each case you have fulfilled a project you started out to do. That makes you feel good.

NEWS: Are the Kandy Kolors your creation?  
 BARRIS: Yes. I started the translucent colors back in '48 or '49. You know, using translucent overlays on top of basic colors. At the time, I was using translucents that were only used for caskets. (Editor's note: This experience was not considered in Barris being selected to build Drag-u-la.) I've used crushed fish scales costing \$20.00 a pound, and that's only a pint jar. And as you know, we do quite a few show cars where really dramatic and exciting paint is needed. Sometimes 20, 30, 40 coats. But these are strictly for show purposes. They're not the sort of thing you would use every day . . . out in the sun and weather. By the way, we're doing some very unusual things with paint these days — using cut glass . . . marble and smoky effects . . . even gone in for spider webbing, which is becoming very popular.

NEWS: What are your plans for the future?  
 BARRIS: In the final analysis, I guess it's to run an independent shop along with my partners and build only what we like. You see, we know our influence in customizing has registered in Detroit. A number of factory officials have told us our ideas are closely watched. It's only human that we'd like to help influence the shape of production cars to come.



**A.** Kustom City owners (lt. to rt.): Irvin Kuns, Lester Tompkins and George Barris during construction of the ZZR. The completed version has a push-button flower pot reading "Press to Smell." Don't! Unless you want to be overcome by gas. It's a real sleeper. **B.** A wide-angle shot of Kustom City with just a few of Barris-designed award-winning rods. **C.** Three sides of a super-clean Sting Ray owned by Richard Lazaroff of Los Angeles.

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