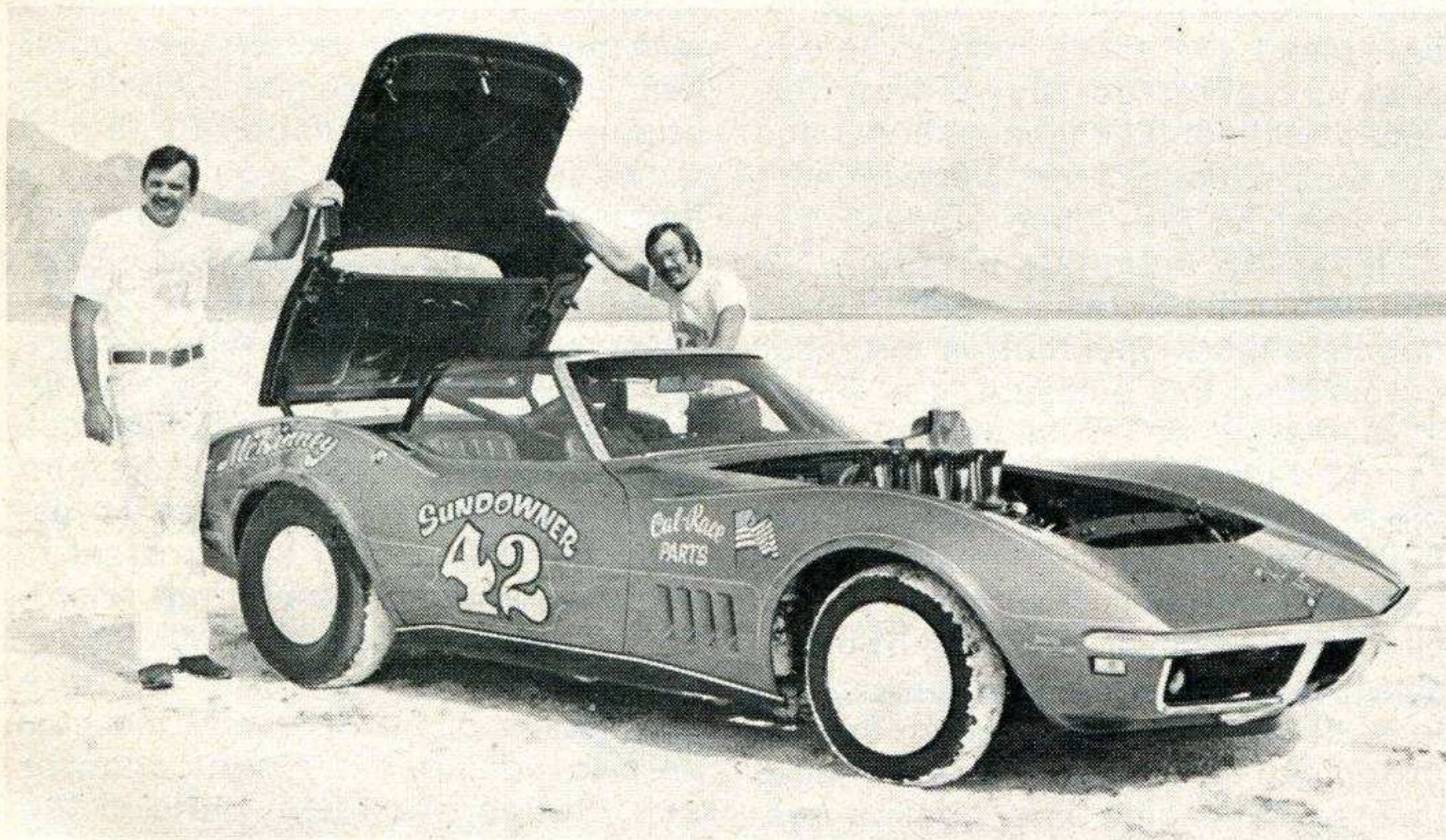
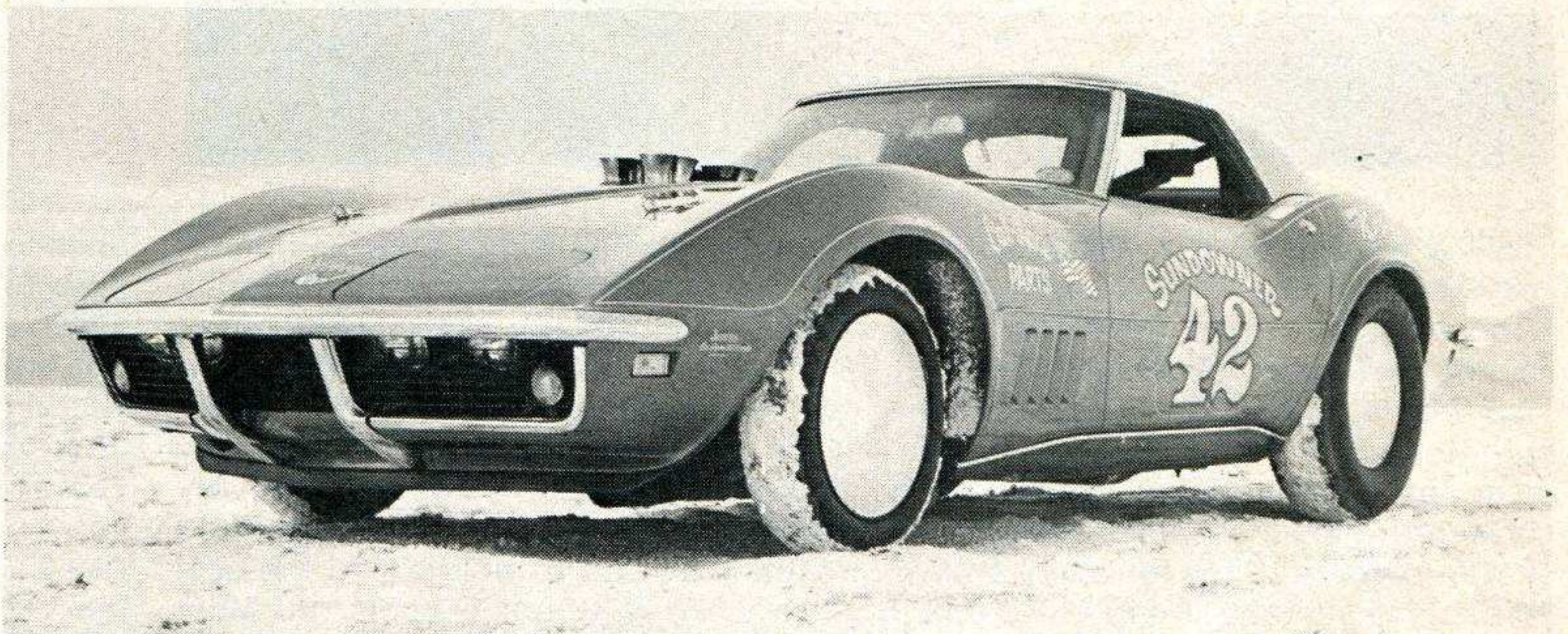


# THE SALT-DOWNWNER



What else would you call Bob Kehoe and Duane McKinney's '68 lakes and flats Vette as it makes a late afternoon pass down Bonneville's vast raceland

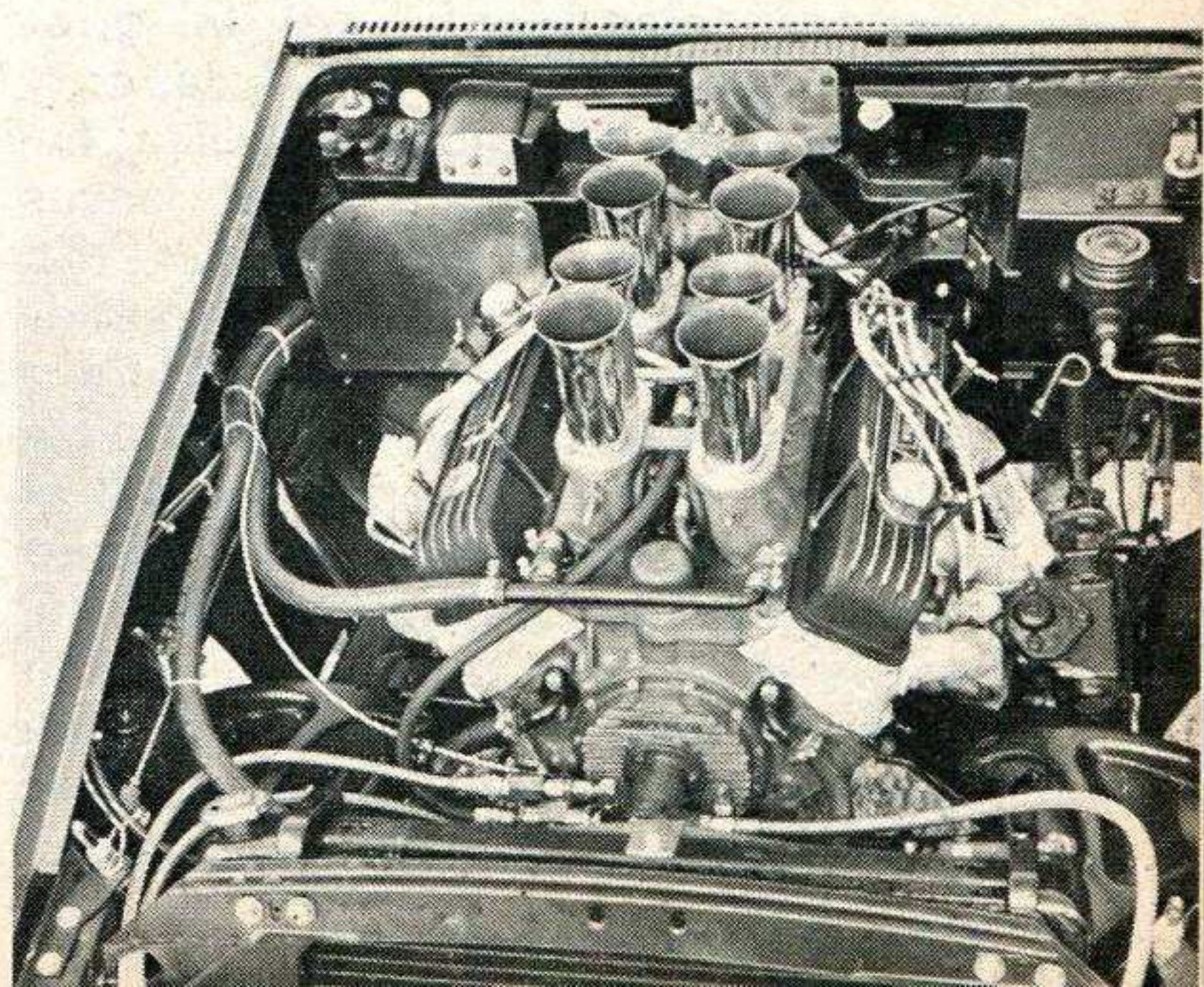


**TOP**—While a series of unfortunate engine ills kept the little construction jewel from anything over 166.66 at Bonneville '75, driver Duane "Freon Freddy" McKinney returned to El Mirage with a vengeance and nailed the B/GT record with a fan-'glastic run of 175.09. Maybe we should call it "dirt downer."

**ABOVE**—Chassis is basically stock '68 Vette, running stock front suspension, wheelbase and front and rear track. Rear suspension is a Pontiac, narrowed six inches and equipped with a '64 Poncho 3.41 ring and pinion pumpkin, coil and transverse leaf springs, Monroe tube shocks. Wheels and tires are 15x5 and 15x6 Motor Rim and Wheel units carrying Firestone Bonneville's, 5:50-15 front, 8:20-15 rear. **LEFT**—One of the proofs of the Vette's extreme attention to detail is the way the roof lifts off. Here Bob Kehoe (left) and Duane McKinney illustrate how the top swivels back to expose rear portion of the car. Car is painted Le Mans Blue acrylic lacquer by McKinney.

**RIGHT**—Not just any race car, this one exhibits owner's desire to have a car that shows as well as goes. Note positioning of fire extinguisher bottle, crackle-finished auxiliary dash supporting S-W temp, oil pressure gauges, Jones tach.

**FAR RIGHT**—Nothing fancy here, just plain ol' solid mousepower. 'Tis a 302-inch '68, running stock lower end, Isky valvetrain, Slover's fully ported heads, Hilborns and a Vertex.



# THE BAYONNE MISSILE

How to have the winningest, quickest, fastest Super Stock Corvette in the known world: Have complete devotion, the best help available, be patient, and drive your best every time

**D**rag racing Corvettes are not a rarity. There are dozens of them running at local and national events across the country, and many of the Modified Eliminator classes are absolutely dominated by Corvettes because of several inherent advantages they show when the rulebooks are applied to them as Modified cars. But there aren't a lot of Super Stock Corvettes running around, especially late-models, because the rules call for them to retain the troublesome swing-axle rear suspension in Super Stock, even though it can be strengthened. This story is about one Corvette that overcame all of the disadvantages to win the Division I NHRA Super Stock Championship, three WCS events, the Summernationals, the Molson Grandnational in Canada, and the World Finals/Supernationals: the incredible "Bayonne Missile" of Bernie Agaman, a Super Stock C Automatic '71 with 454 motivation that has run 10.16 at 132 miles an hour.

Admittedly, his Turbo '54 is an excellent choice for class, so good that he was awarded a jump from SS/DA to CA without even asking. Agaman's thinking is more pragmatic: "The car is a good one for several reasons, but the biggest one I can think of is the 40 or 50 hours a week we put into it. Ralph (Truppi), Claude (Urevig), and I have gone through hell with this piece, and let me tell you it hasn't been cheap."

When the killer car was debuted at the '74 Gators, it had already recorded e.t.s in the high 10.70s. Some people were just not ready for what followed, for that was the year of Chrysler's Pro Stock defoliation, their interest having turned to the more mundane cars of Sox, Landy and others in Super Stock competition.

Bernie proceeded to bury all comers in SS/DA, the class the MoPars had locked up for five years. He lost in the eliminator, but his 10.50 times and precedent had already been set. As a prologue, the Corvette was deemed much too fast a combination and so was naturally refactored to the next higher class.

Like other race cars, the Corvette spends most of its life being sedentary in Bayonne, New Jersey, which, after being in it for a minute or two, seems an unlikely place for people, much less race cars, to inhabit. In plain English, it's dirty and the air stinks, because Bayonne is a refinery town tucked in between Staten Island and Elizabeth; and if you could throw a stone to the east for three miles, you'd probably hit somebody in Brooklyn.

In the beginning, the potential of the Corvette was somewhat offset by small inconsistencies which made its engines disintegrate (oil pan problems with the short-wheelbase Corvette). The plagues continued for months, draining Agaman's bankroll as well as his constitution. But then everything smoothed out, and the power play really began this past season, even though Bernie figures the race car has soaked up close to 35,000 of his hard-earned dollars.

Getting the 454 to maximum output was easy when you listen to Agaman relate to foibles of building and retaining an adequate rear suspension. At first, NHRA gave the nod on a solid-axle conversion for swing-axle Super Stock Corvettes, whereupon Bernie and Speed Research & Development adapted a Dana 60 housing to the Corvette. Agaman remembers the night his wife handed him the phone down in the garage. It was partner Claude Urevig: "Bernie, it's

Claude. Stop working on the car right now. I'm at the Division I banquet, and I just got word that they aren't buying the Dana axle routine." So, figuring he was only out a couple of grand and that's drag racing, Agaman got off the floor, shut off the light, and went to bed to recuperate for about a week.

The Vette went back to SRD for the first fitting of the Dana coconut, new locating mounts and the larger half-shafts and universal joints. The scheme worked satisfactorily, but breakage was still untoward. Since modifications were limited by retention of the stock transverse spring, Agaman had no recourse but the trial-and-error method of making a



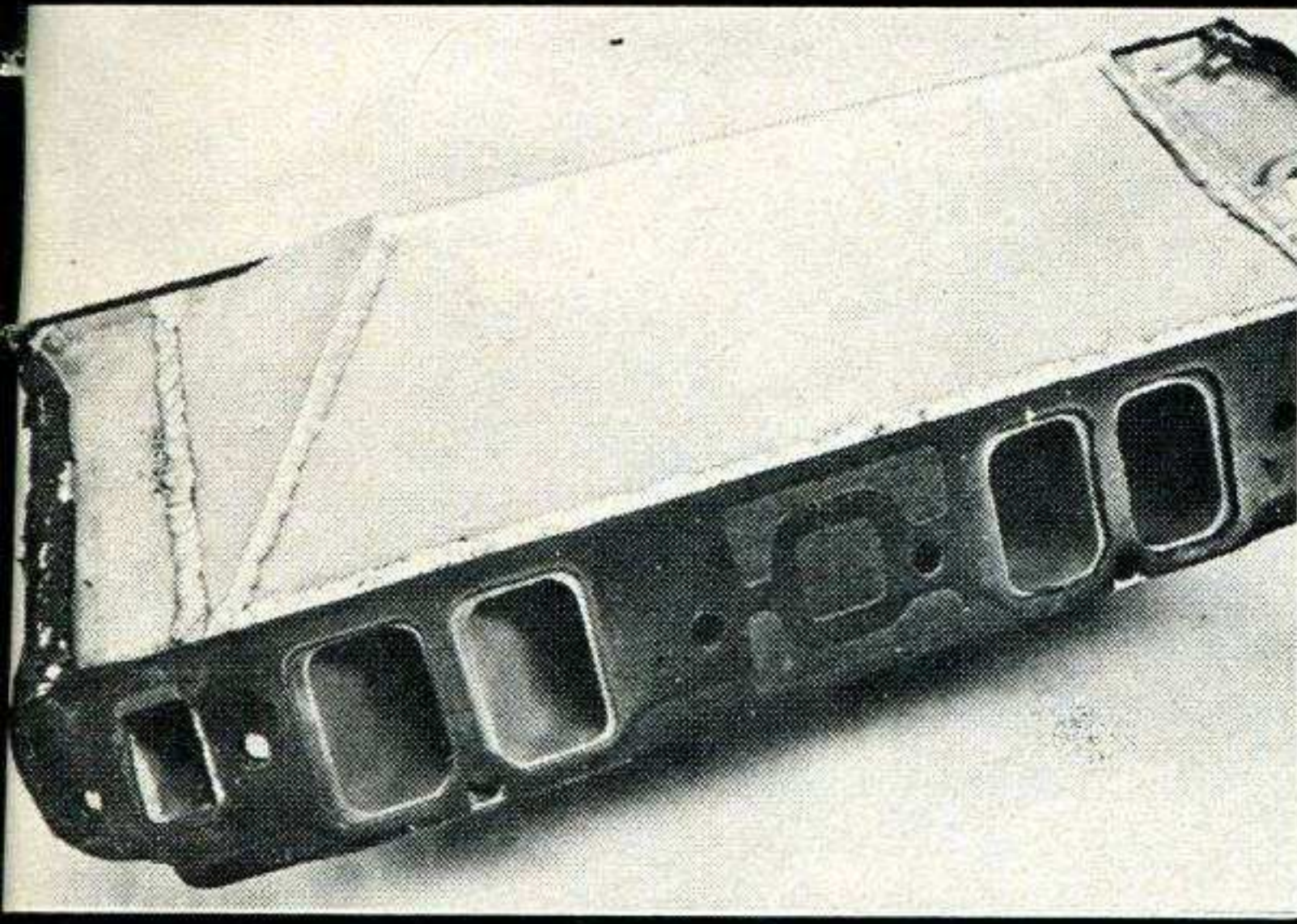
**Ralph Truppi does this to BRC pistons: Lighten it inside some, but don't touch the 13cc dome. Then put in .031 Dykes rings and put them really far up so that the tech men can hassle you for having gas port(s).**

rear end mount cum spring retainer from 1/4-inch steel plate. The finished product took weeks to properly fit, and it still looks like it was beaten with a forest of ugly sticks.

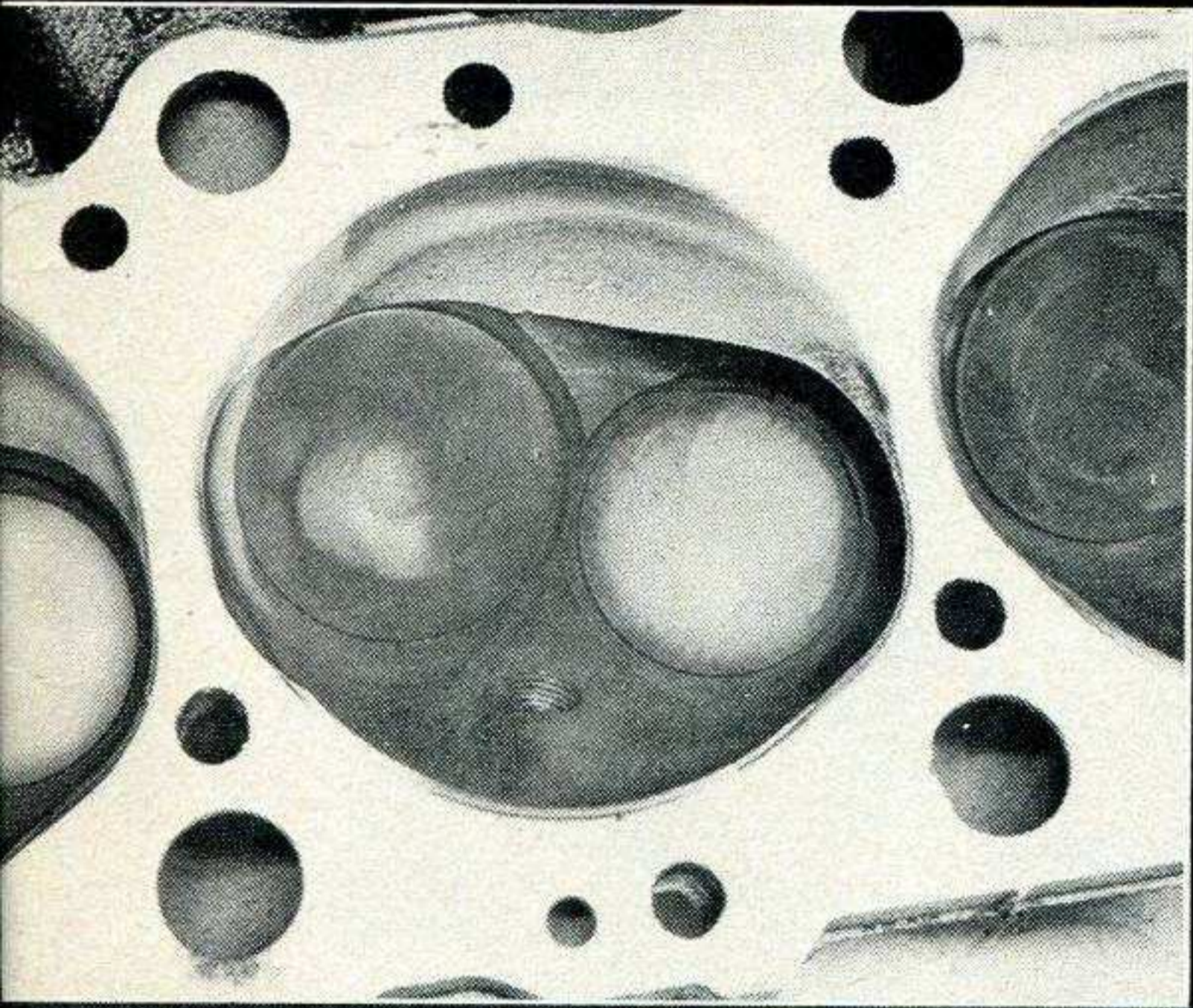
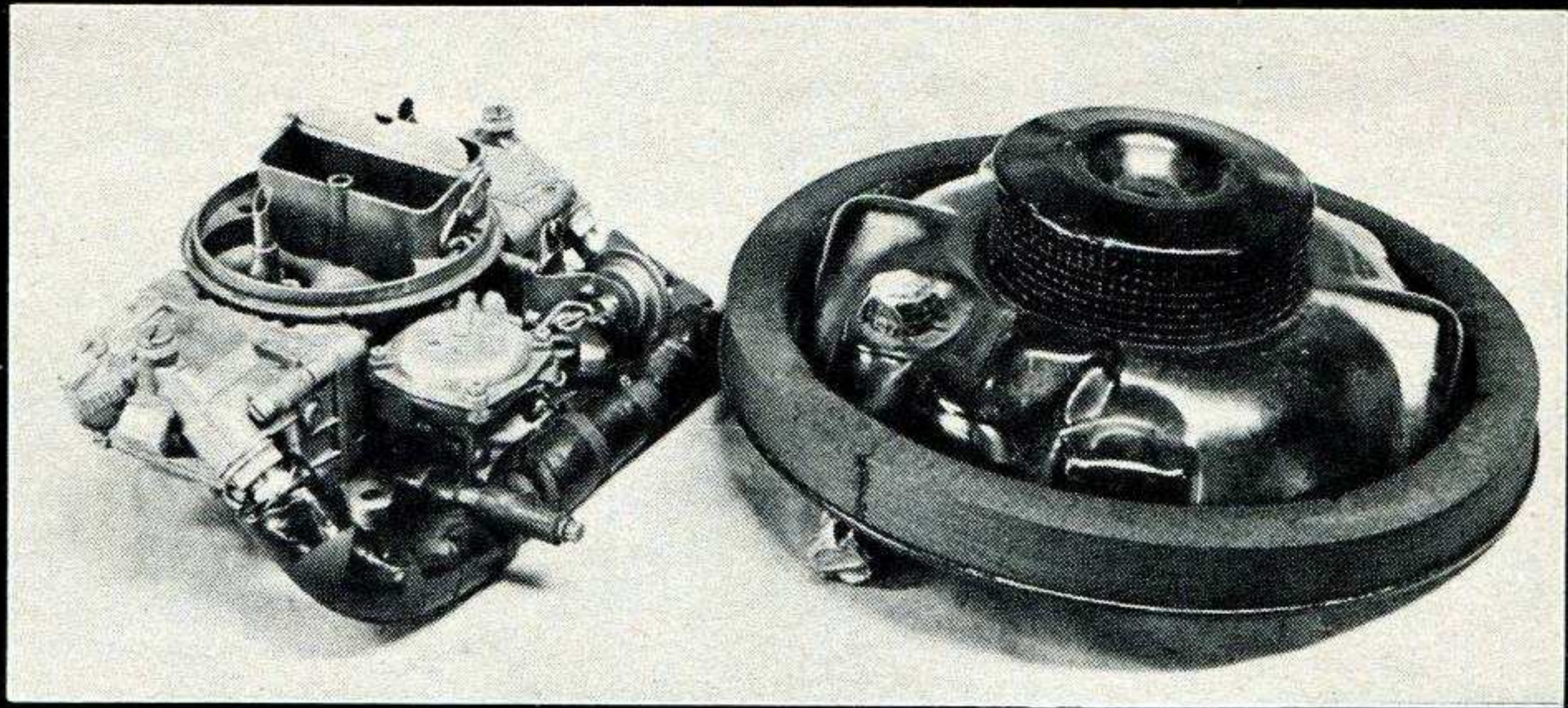
But it functions admirably, holding a Trans End Dana rear with 5.98 Hurst/Schiefer gears and a heavy-duty positraction. From the ends of the coconut sprout gigantic C60 Chevy truck U-joints and Summers Brothers axle stubs—which refuse to be mutilated by the 454's ungodly torque.

Finding a tire large enough to handle it was a hassle, but a funny thing happened on the way to qualifying at the Gatornationals this year. The car wouldn't make snuff with the 12-inchers Agaman had been using, so he borrowed some 14x32s from Pro Stock racer Scott Shafiroff and immediately went two-tenths quicker. They were mounted on Bern's old foot-wide wheels, and it was decided that, inch for inch, something like 14 would work even better. The handmade rear suspension presented a clearance problem, demanding a 10 3/8-inch negative offset Cragar

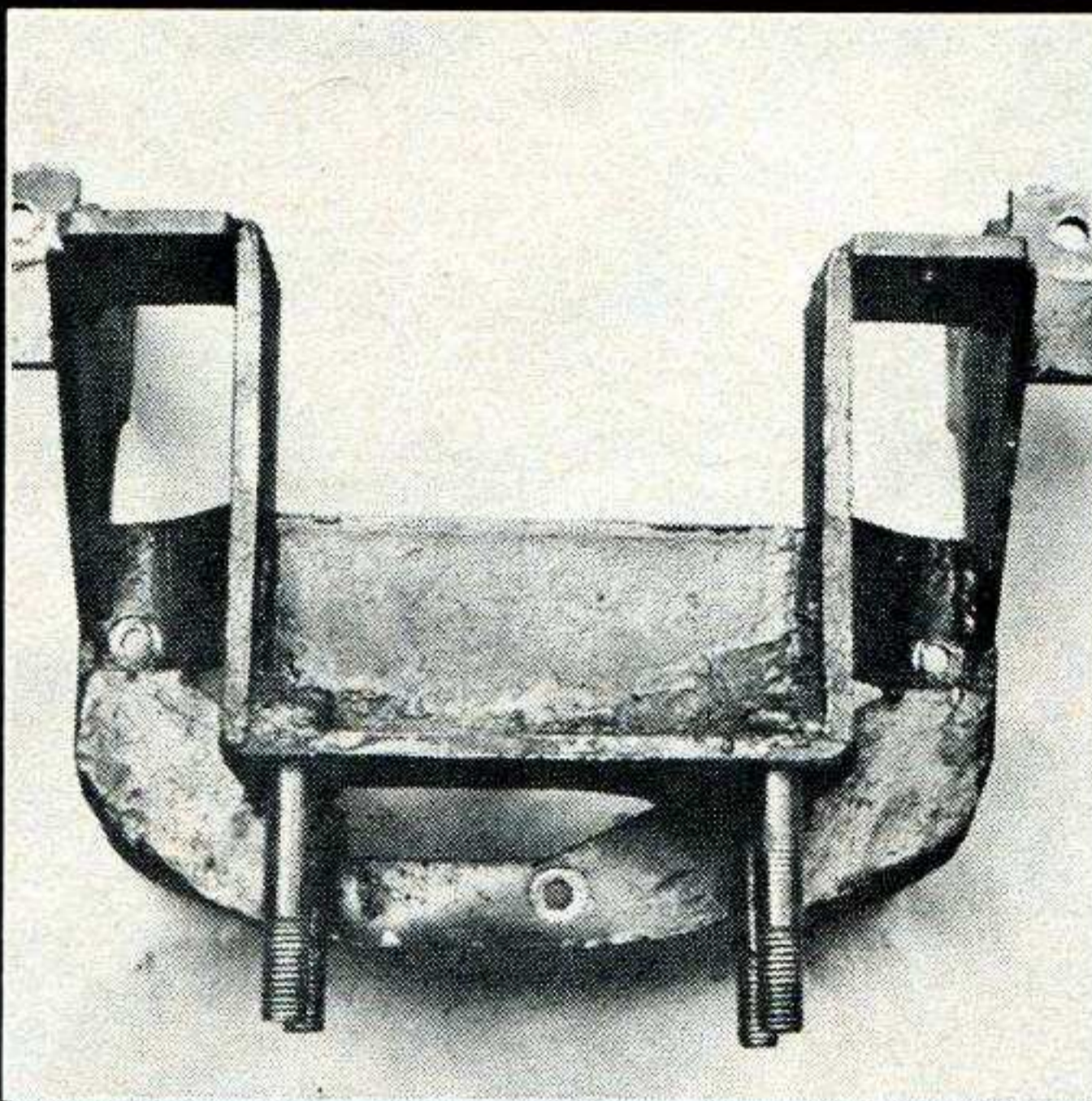
No, it's not the Merrimac, but the underside of Agaman's intake manifold. Truppi devised this aluminum tent to keep hot oil off the manifold and simultaneously draw heat from the same and put it back in the oil pan where it belongs.



The Holley 780-cfm carb uses 81 jets all around, lots of fuel line insulations and all the tricks Ralph Truppi knows inside, and Bernie runs the car with the stock air cleaner base on the engine at all times.



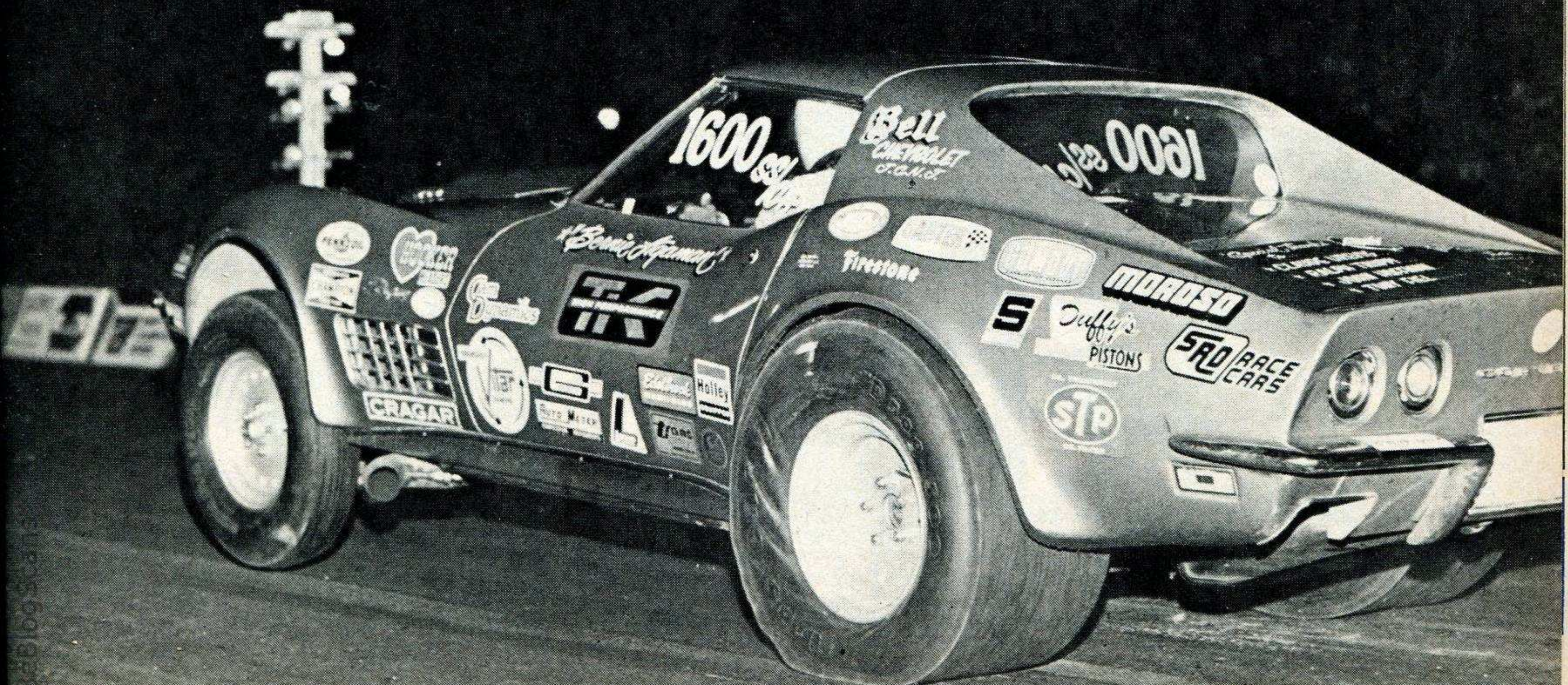
This carbon-crustrusted combustion chamber actually holds 104.2cc of fluid and helps the BRC pistons to maybe 10:1 compression.



This ugly piece of plate actually holds the spring to the rear and the rear in the car. You probably won't believe this, but it took Agaman three or four weeks to make it.



Interior features Winters shifter for Vitar-equipped Turbo, MSD 404B gold box for CAI ignition on right floor, Moroso tach, Auto Meter pressure gauge and the full complement of stock gauges, including a working electric clock.



wheel without a rear lip, to keep it from kissing the suspension and brake calipers. Chevrolet shock absorbers and lengthened snubbers help the monster to motion without a trace of wheelspin.

It was Jack Arnew, down in Baltimore, who caressed the front suspension members to stop the wheels from making drastic camber and toe-in changes during initial acceleration, but the Koni adjustable shocks still allow a goodly amount of lift. With the rear suspension and tires the way they are, the torque convertor becomes an equally important factor. Vinnie Tarantola's Vitar facilities reworked the Turbo 400 and fitted it with a special nine-inch convertor. With the most critical systems in a fail-safe condition, Ralph and Bernie have been able to concentrate on engine efficiency all season long, resulting in consistent low 10.20 times.

Even early smog motors had low compression ratios, and the 1971 Agaman version is no different with its 9.5:1. The allowable increase in

cylinder bore size, now out to 4.135, may have brought that figure to 10:1, what with carbon deposits and all. It's a torquer for certain, and Bernie drives that fact home by telling you he never, ever runs the engine over 7800. If he did, the rod bearings would probably have to be changed every eight runs instead of the usual 15. No, it's not a misprint. Agaman is adamant; besides, he's done it so many times before that he can have the motor out and on the floor in about 30 minutes. Now we've heard of Pro cars changing engines between rounds, but a Super Stocker? What kind of business is this for the Sportsman ranks?

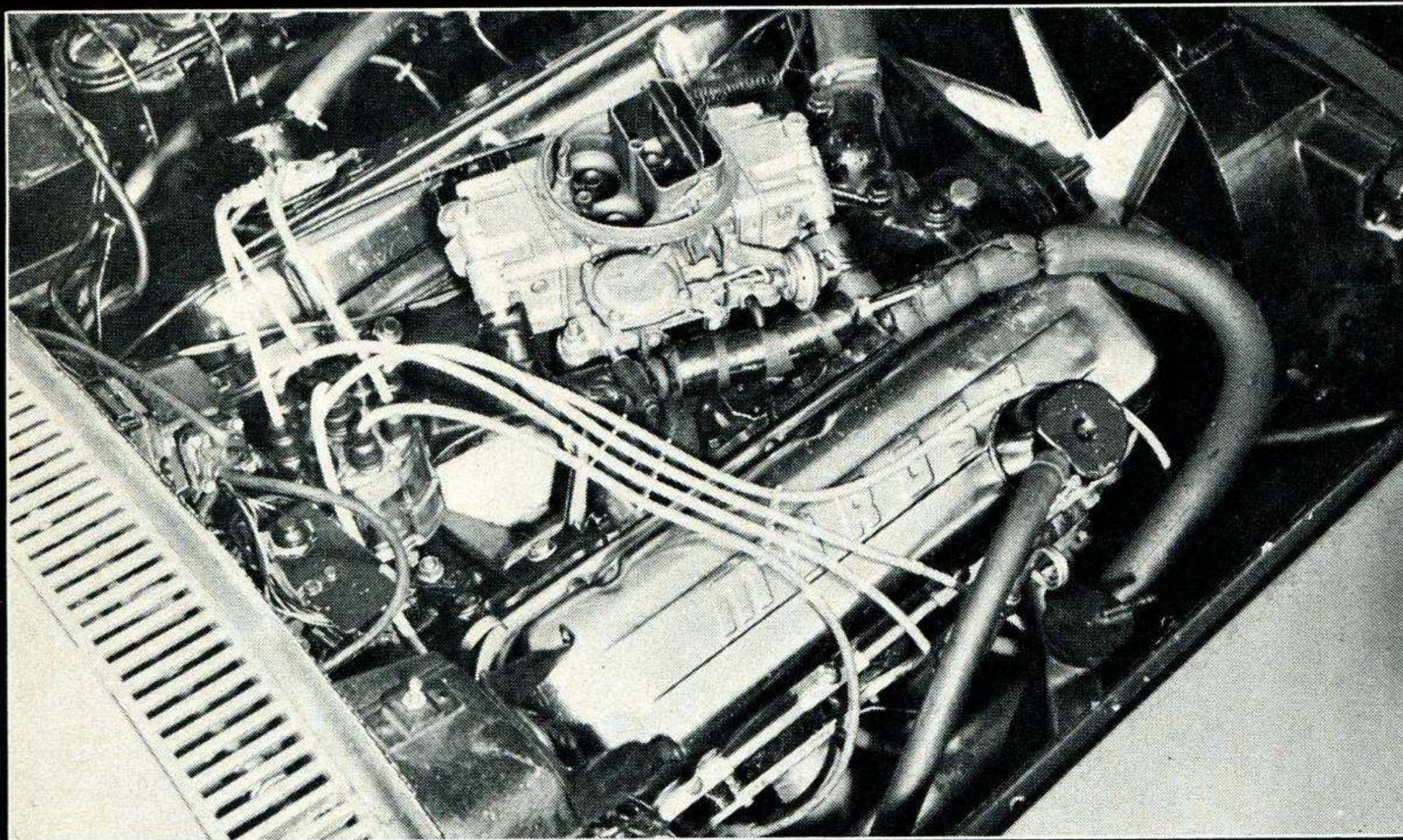
The camshaft gets no special attention, but the connecting rods do. They are hand-picked from a pile, then matched, Magnafluxed, and they have their beams ground shiny at Tony Feil's shop. TRW Clevite 77 bearings fall on with .0025-inch clearance for mains and rods.

Engine master Ralph Truppi confided that the most important regions

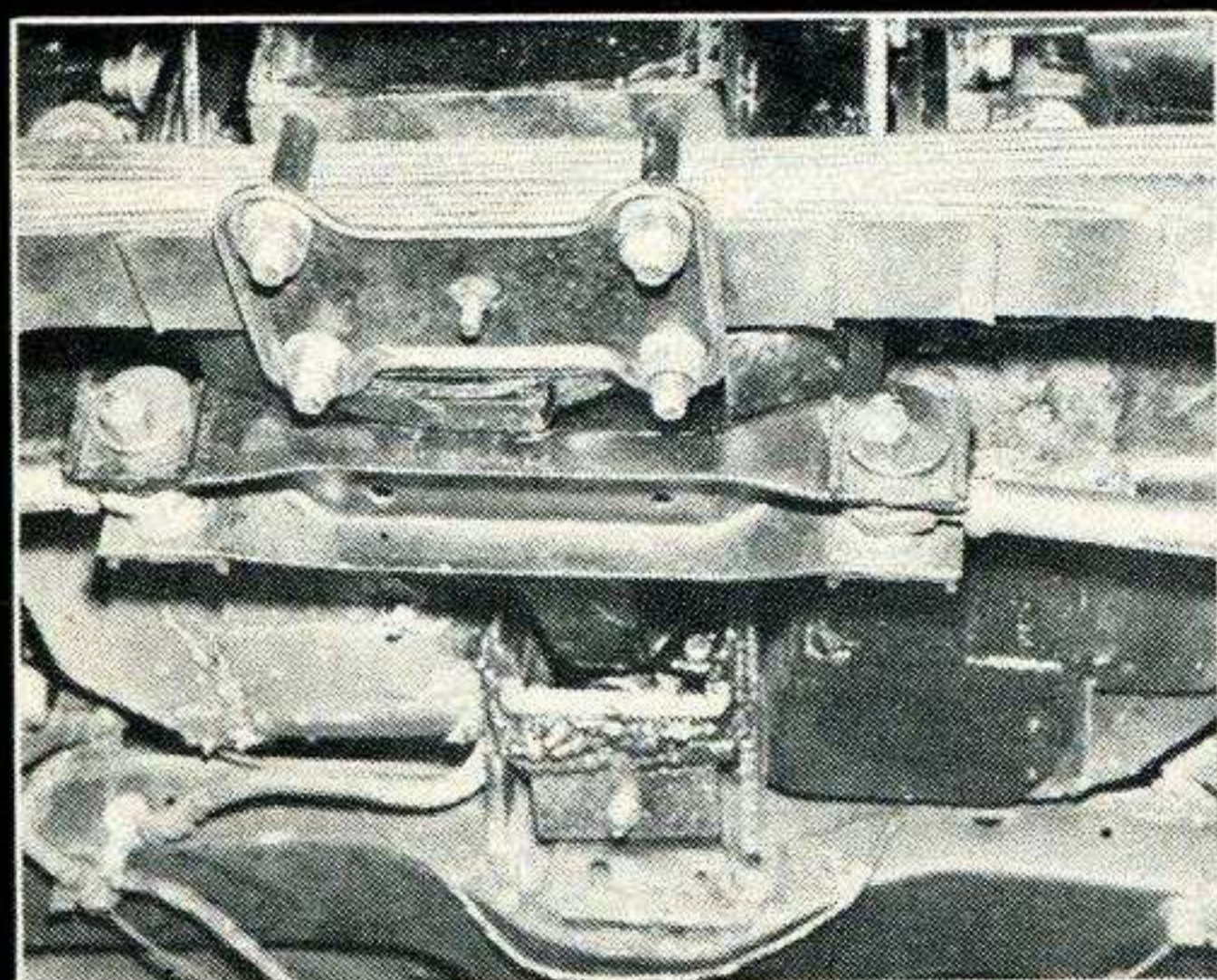
of power production for Bernie's 454 are as follows: Pistons, naturally, must retain their standard 13cc dome, but ring type and placement are left to his discretion. Brooks Racing Components (BRC) pistons have been lightened and cut for a .031-inch Dykes plasma moly top ring, which sometimes protrudes through the exhaust valve notch. At teardown in Indianapolis, a few officials tried to declare it an illegal modification. Agaman: "I mean, everybody puts just one gas port in, right?" Farther on down are a 1/16 cast iron and a cast 3/16 scraper. The pistons are held to the BRC pins with double Tru-Arc retainers.

The 7480Z camshaft design is an aggregate of T-K Industries and Cam Dynamics. This means a roller stick with a 110-degree centerline, 274/280 degrees duration at .050-inch lift, .750-inch intake and .680-inch exhaust lift, and the T-K springs exert 180 pounds seat and 500-plus open pressure in the 104.2cc com-

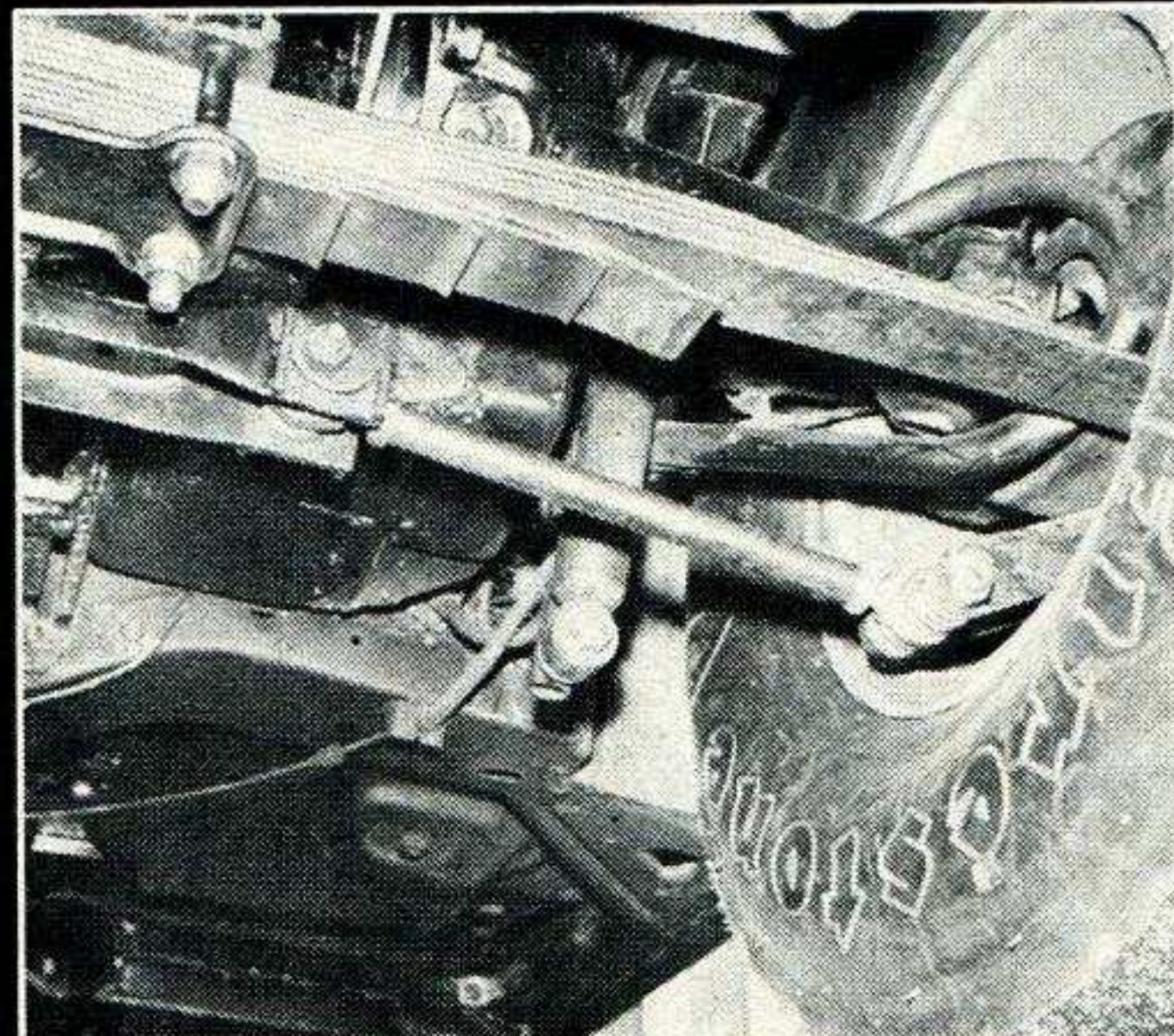
(Continued on page 110)



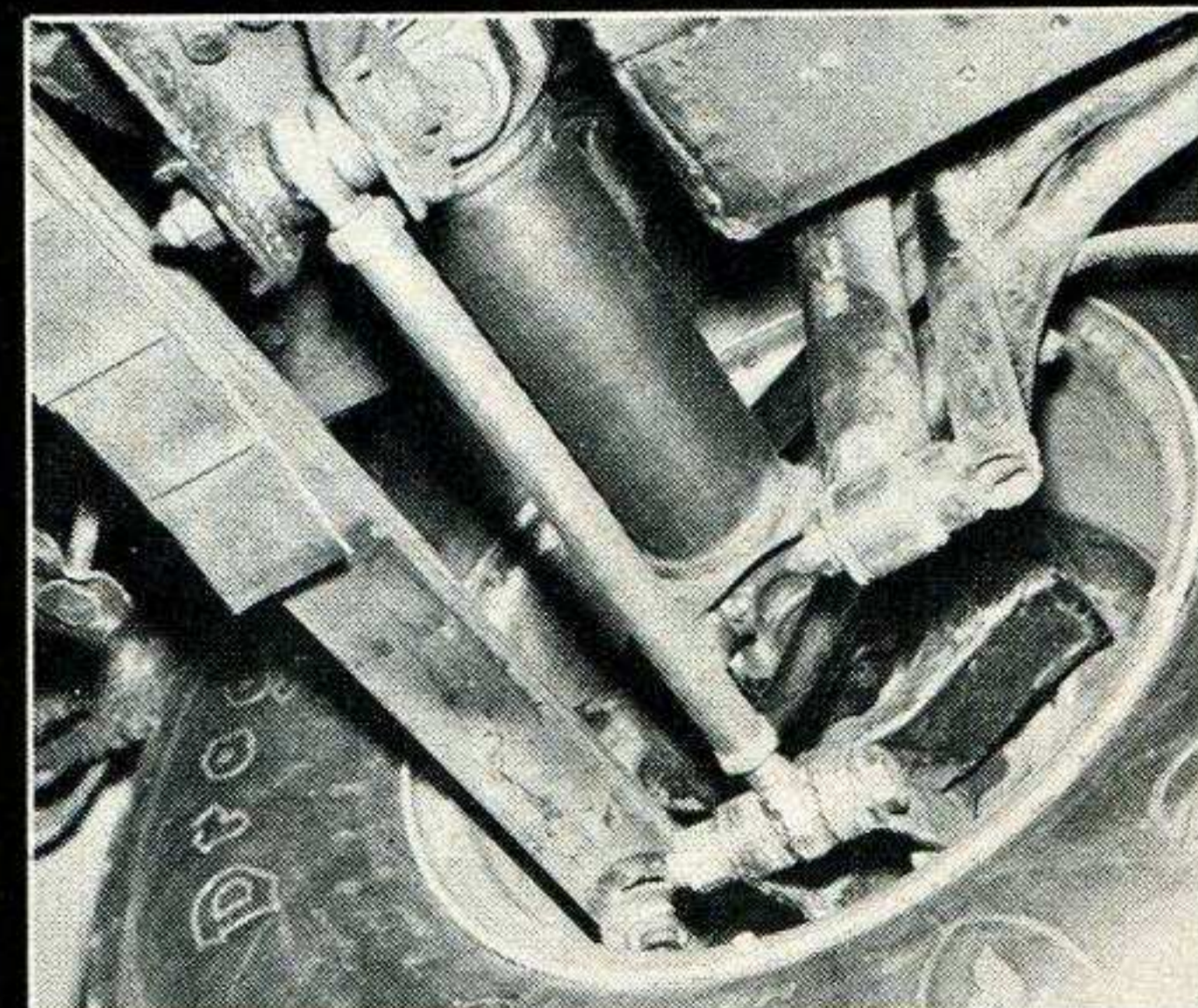
The .060-over 454 uses BRC pistons, merchandised by Duffy and designed by Ralph Truppi for 9.5:1 stock compression, a T/K Cam Dynamics cam and T/K valvetrain pieces, TRW bearings, modified Edelbrock manifold, Holley 780, T/K CAI ignition setup with Autotronics solid-state equipment, Hooker 2 1/8 x 30 x 3.5 headers, L-88 oil pump and pan, Carter electric pumps, Moroso covers, Flex-A-Lite fan, gutted distributor housing with clear cap.



Corvette cross-leaf springs are held in place behind the Dana center section by the 1/4-inch steel plate mount. Dana center section uses Schiefer gears of 5.38 numbers, Summers axles, larger half-shafts and C60 truck U-joints throughout. Dana was put together by Trans End in New Jersey.



Each side of the IRS has been beefed with Heim joints on locator rods, a new trailing arm setup, and reinforcements everywhere. SRD built the rear with Bernie's help and lots of money. Stock Chevy shocks are used in back, Konis up front.



View of wheel assembly from below shows reinforced shock mount, torched stock hub carrier, Heim-jointed locator bar using washers instead of rubber grommets, and huge U-joints on both ends of half-shafts. This is a \$4000 Corvette IRS.

**Be an Aircraft Mechanic**  
...in 17 months!

**SPARTAN School**  
of Aeronautics Dept. JGOC5  
International Airport, Tulsa, OK 74151

633

FREE BOOK YOUR FUTURE in AVIATION

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Licensed by Private School Board of Oklahoma

Check here if eligible for GI Bill benefits. Approved for VETERANS

**An Atlas Body—In 7 Days**

my method of DYNAMIC-TENSION starts giving you results that you can feel and your friends will notice. Big, useful muscles. Gain pounds in weight where needed. Lose "pot belly." Send me your name and address for my 32-page book—FREE.

**CHARLES ATLAS**, 49 West 23rd St., New York, N.Y. 10010 Dept. N116

**FUTURISTIC VAN ACCESSORIES**

One of our newest products is the sun scoop, made of a space age plastic, serves both as a sun roof and a super ventilation system.

**"Our New 1976" interior kits now ready!!**

Other's advertise van accessories but only have a few items—we've got 'em all and we save you money! Send for our new 1976 catalog today! Prompt shipment!

\$1.00 For catalog.  
\$4.00 catalog, T-Shirt, Decal.

525 W. Katella. Dept. HR-1, Orange, Calif. 92667  
(714) 537-7800

**carmark**  
...The high mark of quality!

**STEERING WHEEL COVERS**

**FIBERGLASS From A to Z-28**

29 "A" ROADSTER BODY SEND \$1.00 FOR CATALOG

69 CAMARO HOOD

ANDERSON INDUSTRIES INC.  
5625 FURNACE AVENUE H-1,  
ELKBRIDGE, MARYLAND 21227

1-301  
796-4382

**CAMS \$37.<sup>50</sup>**

We can supply almost any cam, any grind for \$37.50. We have been one of the top five racing cam grinders for over 20 years. Our cams are the best!

**CHET HERBERT** 1933 S. Manchester, Anaheim, Cal. 92802  
CAMS Phone (714) 750-1211 We will ship C.O.D.

**RODDING takes MONEY**

If you'd like to have ample cash to spend for your hobby, we can tell you how to make extra part time money by sharing a great idea with car-buff friends. Send \$3.00 for action plan and sample materials. (Refundable with first order — satisfaction guaranteed by Company.)

**E.C.C.** Dept. 424 (Check or M.O. please)  
Box 7635, Waco, TX 76710

**NEW Ford & CHEVROLET PARTS**

1909-1948 1916-1948

LARGEST STOCK OF RESTORATION PARTS AVAILABLE. SEND \$1.00 & SPECIFY CATALOG DESIRED.

**SPECIALIZED AUTO PARTS, INC.**  
7130 CAPITOL, HOUSTON, TEXAS 77011

(Continued from page 48)

bustion chambers. One of Ralph's fine-limit valve preparations is a nightcap for the steel cylinder heads.

Truppi has always been an advocate of loose rules interpretation for his Super Stockers, so over the winter he perfected his CAI crankshaft-actuated ignition and applied it directly to the Corvette. Basically, the CAI uses a magnetic field set up by the sensors on the crank wheel. From this, a signal is transmitted to an Autotronics MSD 404B "gold box," which steps up the spark plug voltage according to firing demands. At this time, the CAI has been used with a gutted stock distributor and is capable of accurate and fully adjustable high-gear spark retard.

It is put into play with a Mallory CDN coil and Champion BL-9Y spark plugs, gapped at .080-inch, which have been screwed into their sockets for the past three months. But best of all, Bernie reports that the CAI has awarded the engine anywhere from .50- to .80-second in e.t. reduction. To Agaman, that alone is worth the price of admission.

Carburetion and manifold in a cool airstream will always produce more power than the same pieces in poor ventilation. The late Corvette has a failing here, as the engine compartment is cramped and the frontal area worse. Air intake from the base of the windshield is good, but the big motor needs more than that for eight runs in eliminator, so Truppi devised a tent-shaped aluminum tray and had it welded to the bottom of the Edelbrock intake manifold. It works as siphon by keeping hot oil from washing the manifold and at the same time drawing heat from it into the oil stream and down to the stock L-88 pan. The 780 Holley is fed by dual Carter pumps and uses all of Ralph's tune-up tricks plus No. 81 jets.

Bernie's 2 1/8 x 30-inch Hooker headers work fine, but he says that if you can help it, don't route the collectors to the outside of your car, because then you can't hear any changes in engine sound.

In Bayonne, Agaman is at least the city's most successful racer, but the Jaycees haven't applauded and the local paper hasn't heard about drag racing yet. He has made more money than ever this racing year but punctuates this fortune by confiding that he's no better off than any other year, except that all his bills are paid. Will he continue the force with his blue behemoth or will he fall to the stroke of a rulesmaker's ballpoint? Only time and the '76 NHRA rule-book will tell.

**KARATE**

**JUDO-SAVATE**  
**JIU-JITSU**

THE GREATEST SELF-DEFENSE SYSTEM KNOWN TO MAN!

Learn-At-Home-Course reveals hundreds of deadly self-defense secrets, which will enable you to protect yourself from any attacker! Easy to learn! FREE COLORFUL BROCHURE!!

Send name, address and age to:  
**UNIVERSAL, Dept. R**  
BOX 39303 DETROIT, MICHIGAN 48239

**FREE!**

**WOLFFE VANS, INC.**  
P. O. Box 5024 • 2990 Broadway  
Macon, Georgia 31208

**VAN ACCESSORIES**

WINDOWS • SUN ROOFS • SWIVEL SEATS • T.V.  
• SHOCKS • ICE BOX • RADIOS • ROOF VENT  
• WHEELS • HEADERS • WINCHES • ROOF RACKS  
• DOOR EXTENDER • SIDE PIPES • TIRE RACKS

Send \$1.00 for all new Catalog or  
Send \$5.00 for Wolffe Van "T" shirt, Wolffe Van Decal and catalog. (Specify "T" shirt size S, M, L, XL)

**WOLFFE VANS, INC.**  
MACON, GA. 912-781-1363

**Pearls • Candies • Flakes**  
by **aerolac**

New! 2-Tone Transmission Pearls super brilliant — permanent — lead free

All the exciting new colors for custom painting

**SEM PRODUCTS INC.**  
Sem Lane, Belmont, Ca. 94002 Ph. 415-592-5752  
Send \$2.00 for new color card and literature

**ELECTROPLATING EQUIP.**

Portable Platers, Supplies & "Know-How."

Build your own tanks for Nickel, Chrome, etc. Easy-to-install PVC liners. Rectifier components — all sizes. Schematic parts lists, formulas, operating instructions for all plating. Guar. to save 25%-75%. Some good used units for sale. Send for FREE details.

**PLATERS SERVICE CO.**  
1511-Z Esperanza Los Angeles 90023

Send \$2.00 for new 64 page color van accessory catalog

Universal rear

**SPARE TIRE COVER**  
SAVE! FACTORY DIRECT

**van world**

Dept HR-1 2899 W Pioneer Pkwy  
Arlington, Tx. 76013 817/461 6017

**MAGS—TIRES—HEADERS!**

**BEFORE YOU PAY THE HIGH DOLLAR; WRITE US!!!**

We can't prove it for sure, but we believe our 1974-1975 costs are the lowest prices ever offered on high performance products such as, Ansen - American - E.T. - Cragar - Shelby - Keystone - Appliance - Chromes - Headers - Accessories - M&H - Mickey Thompson - Inglewood - Formula I - Goodyear - Firestone - B.F. Goodrich - Radials - on & off road tires - etc. Buy direct from us and save \$\$.

Your wholesale Catalogue mailed same day. No letters answered without the purchase of our wholesale Catalogue, refundable on the first \$10.00 purchase.

**WHEEL WHOLESALE** P.O. Box 26 Dearborn Heights, Michigan 48127

**\*CHROMA Graphics**

**DECAL LETTERING SYSTEMS**

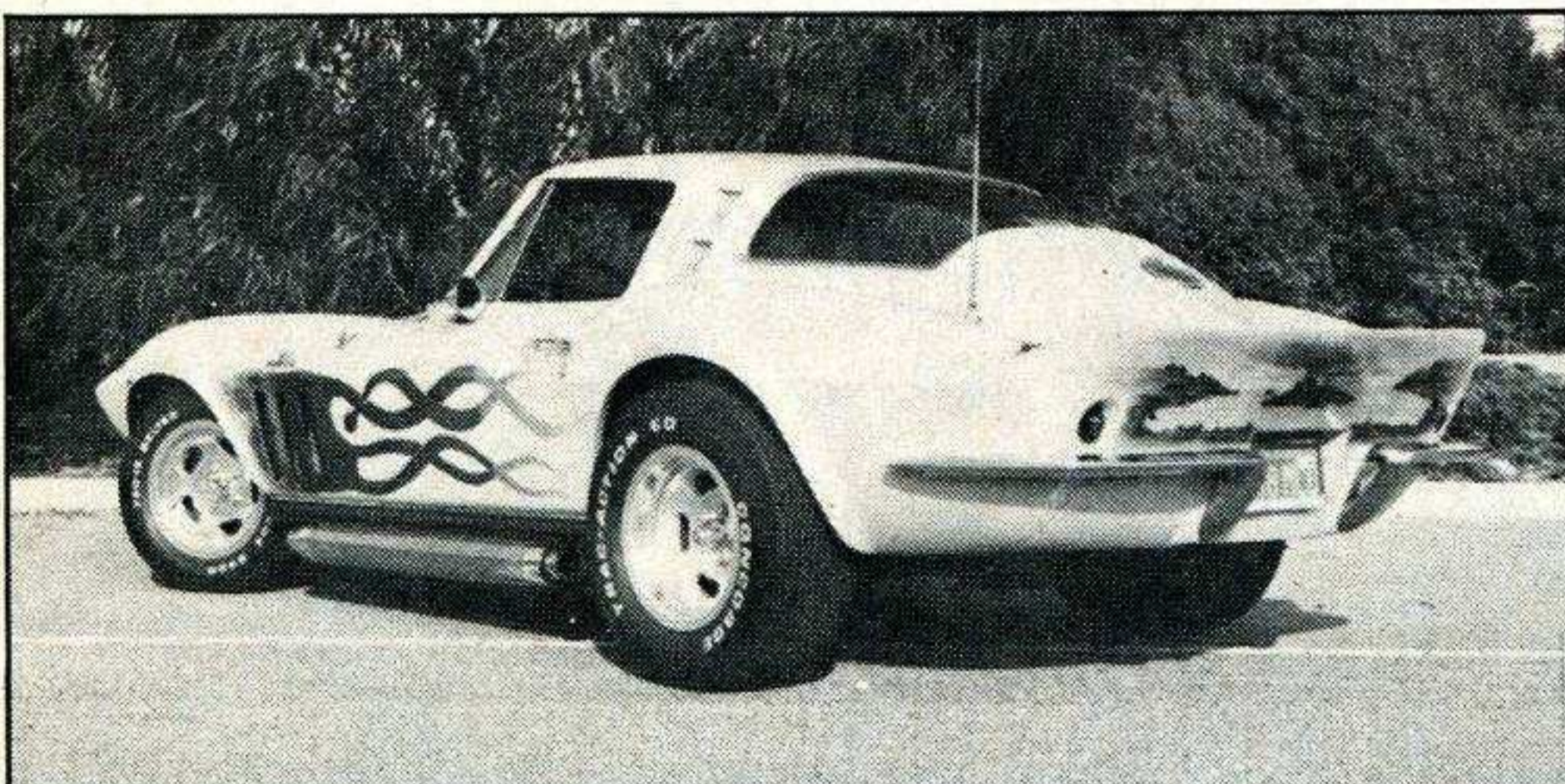
WORLD'S WILDEST LETTERING\*BY MAIL!

BROCHURE & DETAILS \$1.00  
P.O. Box 9272 Knoxville, Tenn. 37920



## FINE FIFTY EIGHT

Rick Kirschner, of St. Joseph, Missouri, noticed that we were interested in illustrating what was happening in today's "Vetting," so he sent us a shot of his mighty straight '58. After buying the car, he stripped it down to bare 'glass, laid five coats of Bolero Red acrylic lacquer on its now-cherry body, rechromed all the exterior molding, bought a new/old stock grille, added a set of Ansens with M/T G60s, before sneaking in a 327 fitted with a Z/28 cam, Edelbrock Tarantula, 700-cfm Holley.



## BLUE PRIMO

Who says you can't use some of the vanner's painting tricks to personalize your Vette? Richard Campos (Cypress, California) proves you can flame and mural a '65 fastback with multi colors over a pearl blue background, add in some tasteful pinstriping, a set of front and rear spoilers, custom taillights, and come up with something that is as distinctive as it is stylish. And if you're thinking that Blue Primo is lacking in power, there happens to be a '69 427/425 rat under its hood.



## READER'S CHOICE

Garden Grove, California's Steve Sanders doesn't like to fool around with stockers. To him, the proper way to treat a '61 Arkus-Duntov is to swap in a .030-inch-over 427 rat sporting a Weiland tunnel with two 660s mounted on top. Inside the respectable rodent are 13.0:1 TRW slugs, moly rings, polished rods and crank, Erson cam, Crane roller rockers. The balance of the modifications to the driveline include Schiefer clutch, Muncie four-speed trans, Mr. Gasket V-Gate linkage.



## DEAN'S MACHINE

Dean Zanedis (Alexandria, Virginia) takes a different approach to squaring away his particular mark of Zora. What he did was to buy a nice '68, then customize it with the addition of flared wheelwells and Shelby vents, L-88 hood, Doug's chrome headers and side pipes, N50x15 Goodyears in the rear, G60x15s in front, and all mounted on Superior Sprints. Not to be down on pressure, the black beauty relies on a very healthy LT-1 350/370 mouse motor to make it go, show.



## COURT'S KILLER

Ten-fifties with a street machine? That's what Courtland Sorenson, of Carmichael, California, claims his '57 Vette will do at the Wednesday night drags, using street tires. The apparent reason behind this powerhouse's ability to haul 'glass is a ground-up rebuild that includes a full-tilt 427 Chevy equipped with open-chamber aluminum heads, Crane Fireball cam, Edelbrock Cross Ram intake with two 750 Holleys, a block and reciprocating assembly that has been printed.

John Greenwood's Trans-Am racer looks like a Corvette—  
but then a Funny Car looks like a Chevy Monza too!

It's called the world's fastest Corvette, and having clocked speeds over 230 mph on Daytona's tri-oval speedway, that's hard to dispute. Whether or not the car is truly a Corvette is a different subject altogether.

Actually the car is the product of three years of racing development by John Greenwood. During that time virtually every component on the car has been reworked, redesigned and/or replaced to produce a race car that is not only fast, but which is capable of incredible braking, handling and endurance. The finished product still be-

gins with a Corvette frame, and certain engine, transmission, differential and front suspension pieces start life on a Chevrolet production line, but all are modified and *everything* else is handmade by Greenwood Racing in Troy, Michigan. The result is a race car which has the Porsche and BMW factory engineers muttering to themselves. Of course it's true that John is on a first-name basis with many of the engineers at Chevrolet Division and that he has spent well over \$125,000 developing his car, but still, all of that is virtually insignificant

# THE WORLD'S FASTEST CORVETTE

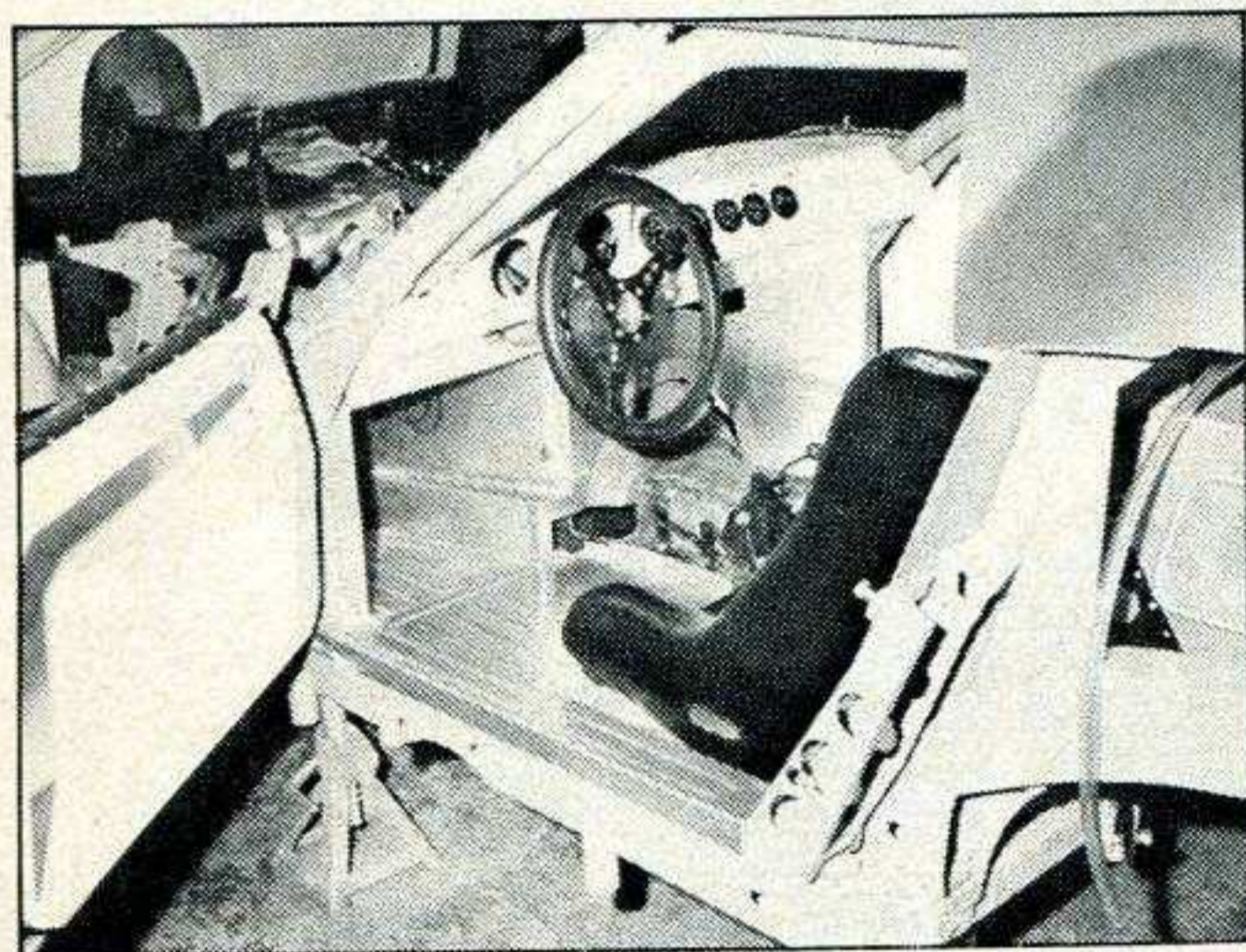
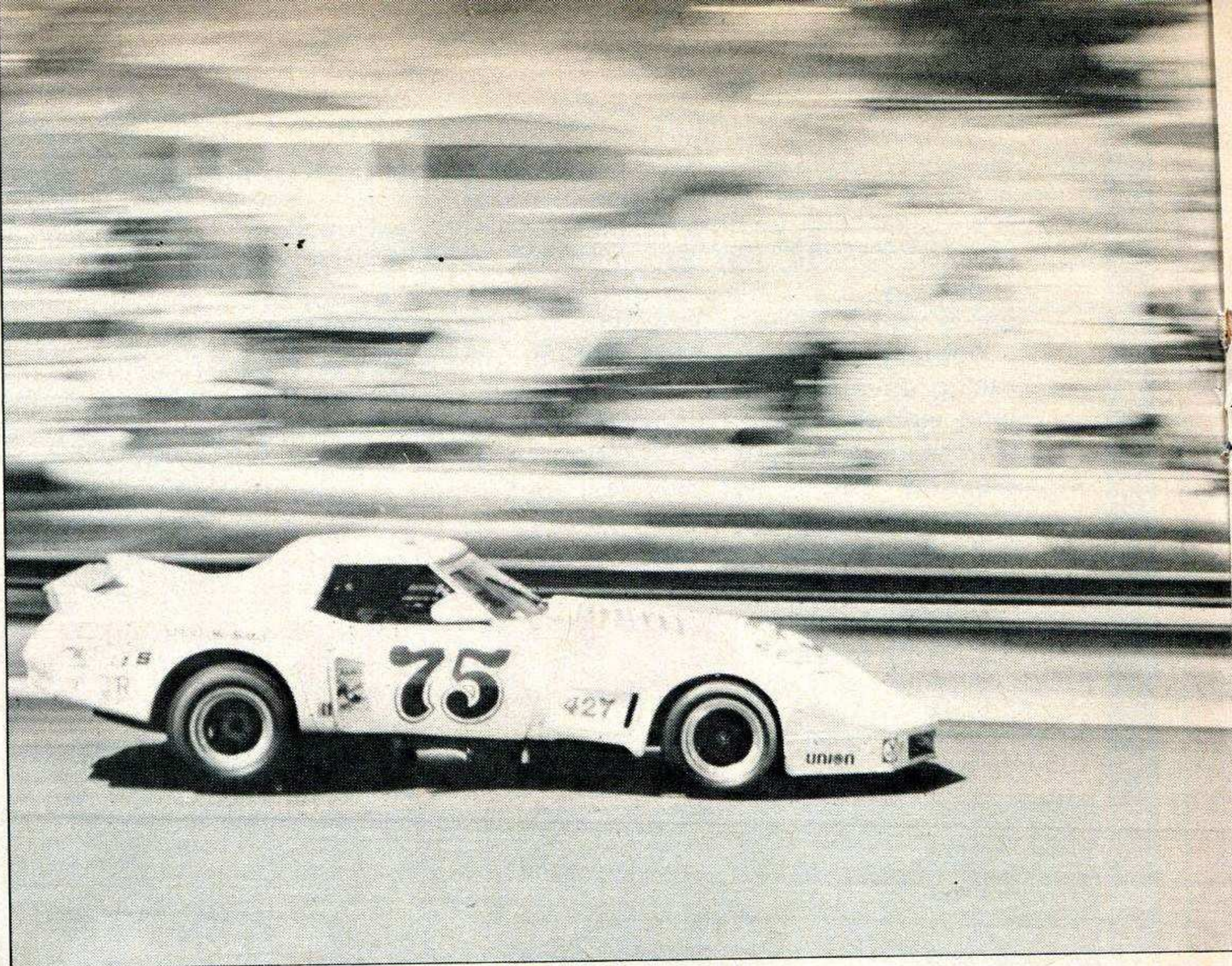
By C.J. Baker



when compared to the factory effort and expenditures the foreign companies have invested in their super-lightweight racers. And yet, when the checkered flag falls, there's John Greenwood in a 2800-pound Corvette streaking across the finish line ahead of the 2000-pound wondercars from across the pond. For example, John dominated (and won) the first three races (Pocono, Pennsylvania; Portland, Oregon; and Nelson Ledges, Ohio) in the '75 Trans-Am season. He did this in partnership with Rudy Braun.

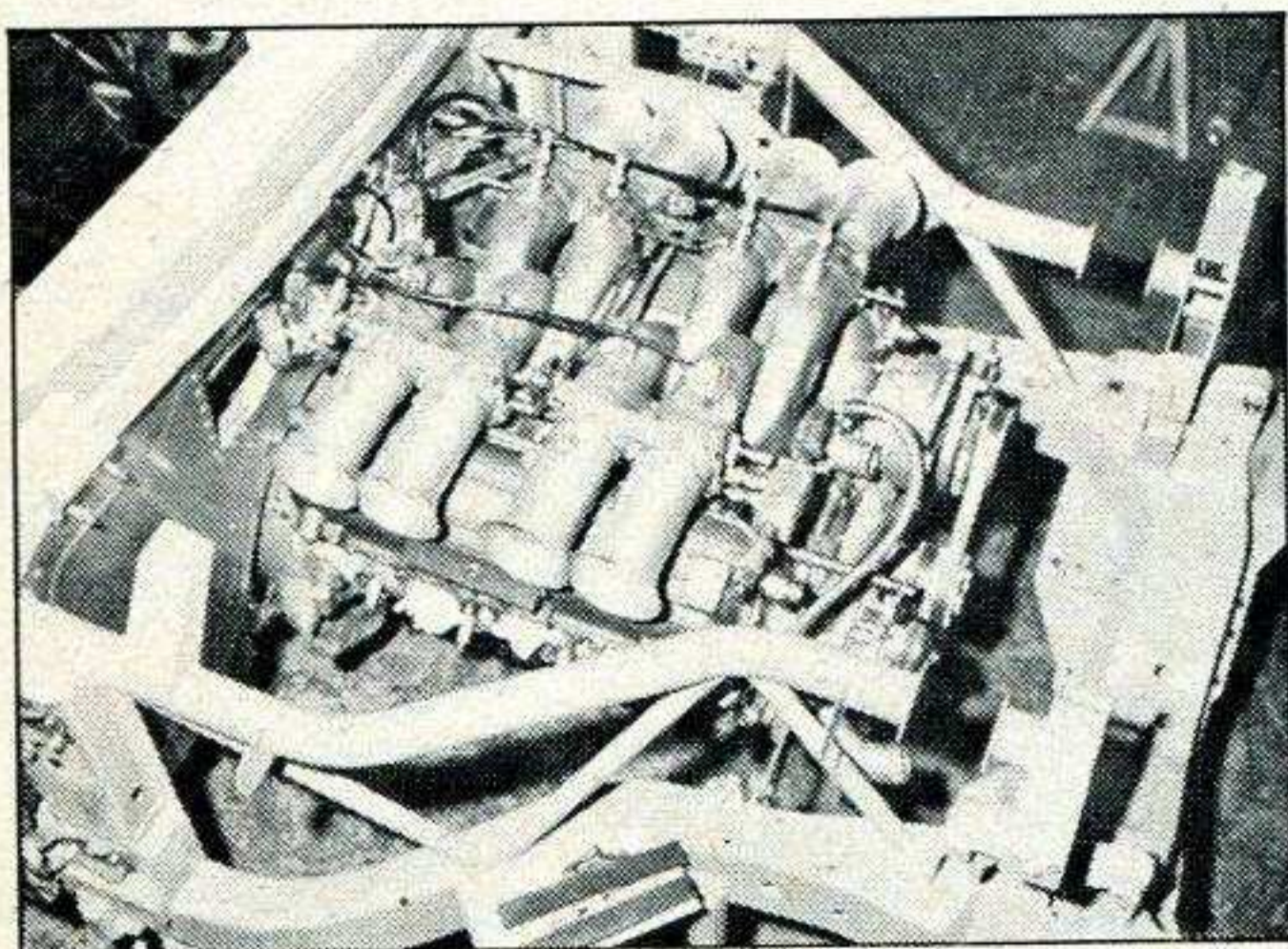
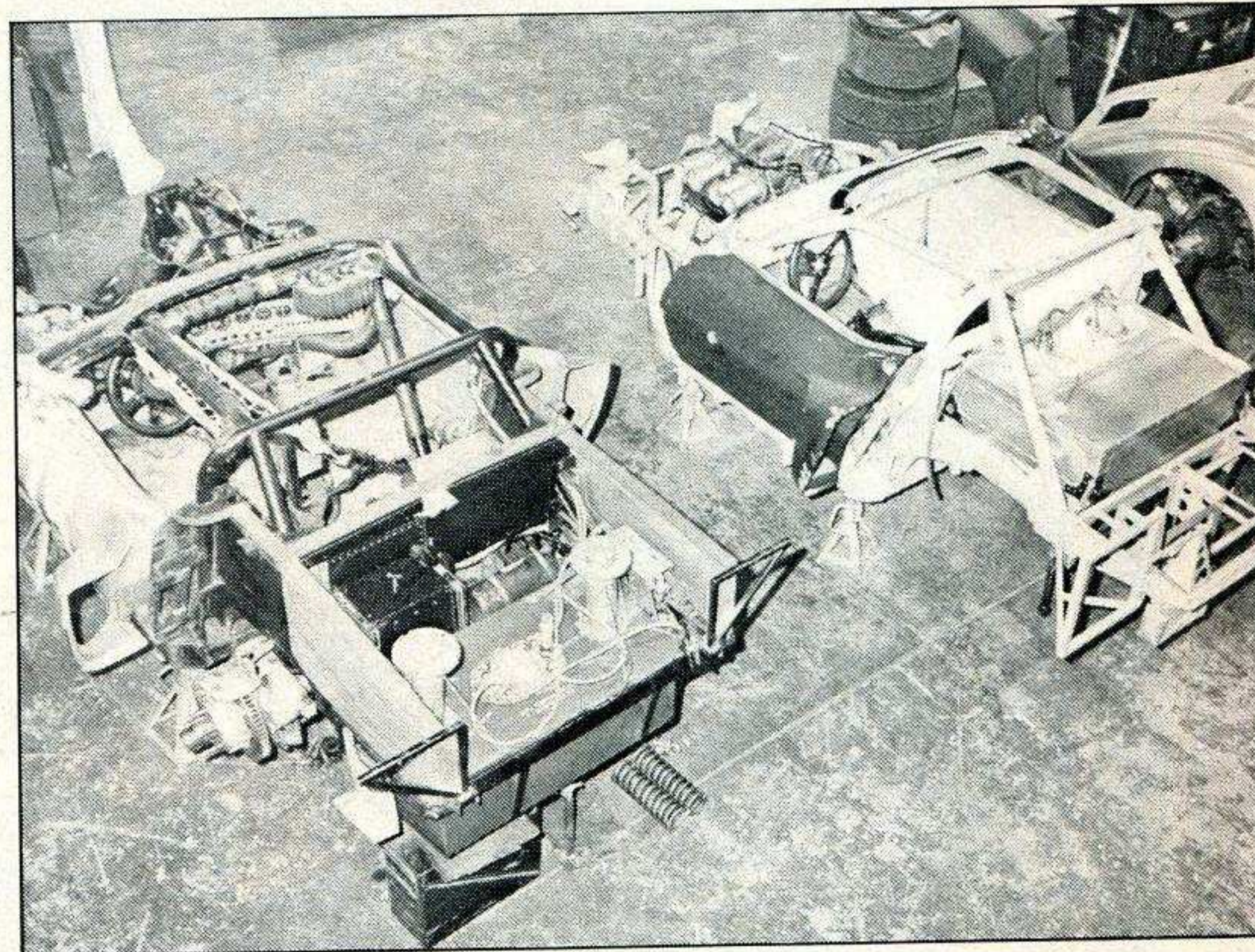
Now John is taking the hard-earned knowledge gained with the '72 Vette and building a new car for the '76 season. We had an opportunity to inspect both the old car (partially disassembled) and the new car (partially completed). The accompanying photos and captions will give you an inkling of the incredible amount of development these cars represent.

And there's more good news. John

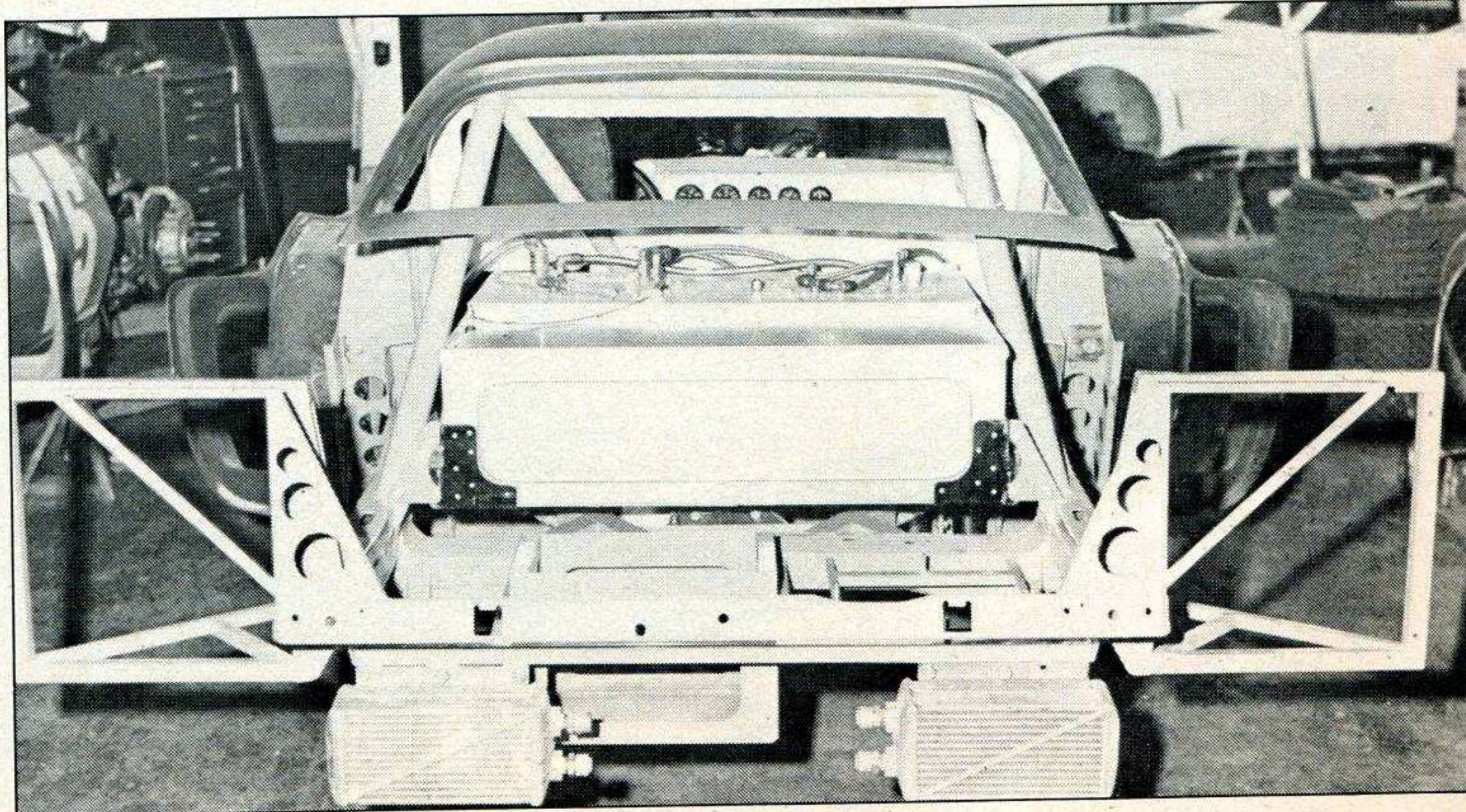


The interior of the car reflects the amount of specially fabricated components. The floor and firewall are double sheets of aluminum with one inch of heat insulation between them. The inner door panels, dash and trans cover (not shown) are all lightweight fiberglass pieces made in Greenwood's shop. Stubs on the frame are jack pads.

Shown from above is Greenwood's '72 race car (left) which he has raced through the '75 season. The new car, still under construction, sits alongside. Refinements on the new car include relocation of the fuel tank and battery box to provide more consistent handling as the fuel load changes throughout the race. The row of buttons along the right side of the dash on the old car are separate circuit breakers for all lights and systems, on both the right and left sides of the car. This prevents major circuits from being lost in a minor collision. A brake fluid reservoir is attached to the upper roll cage.



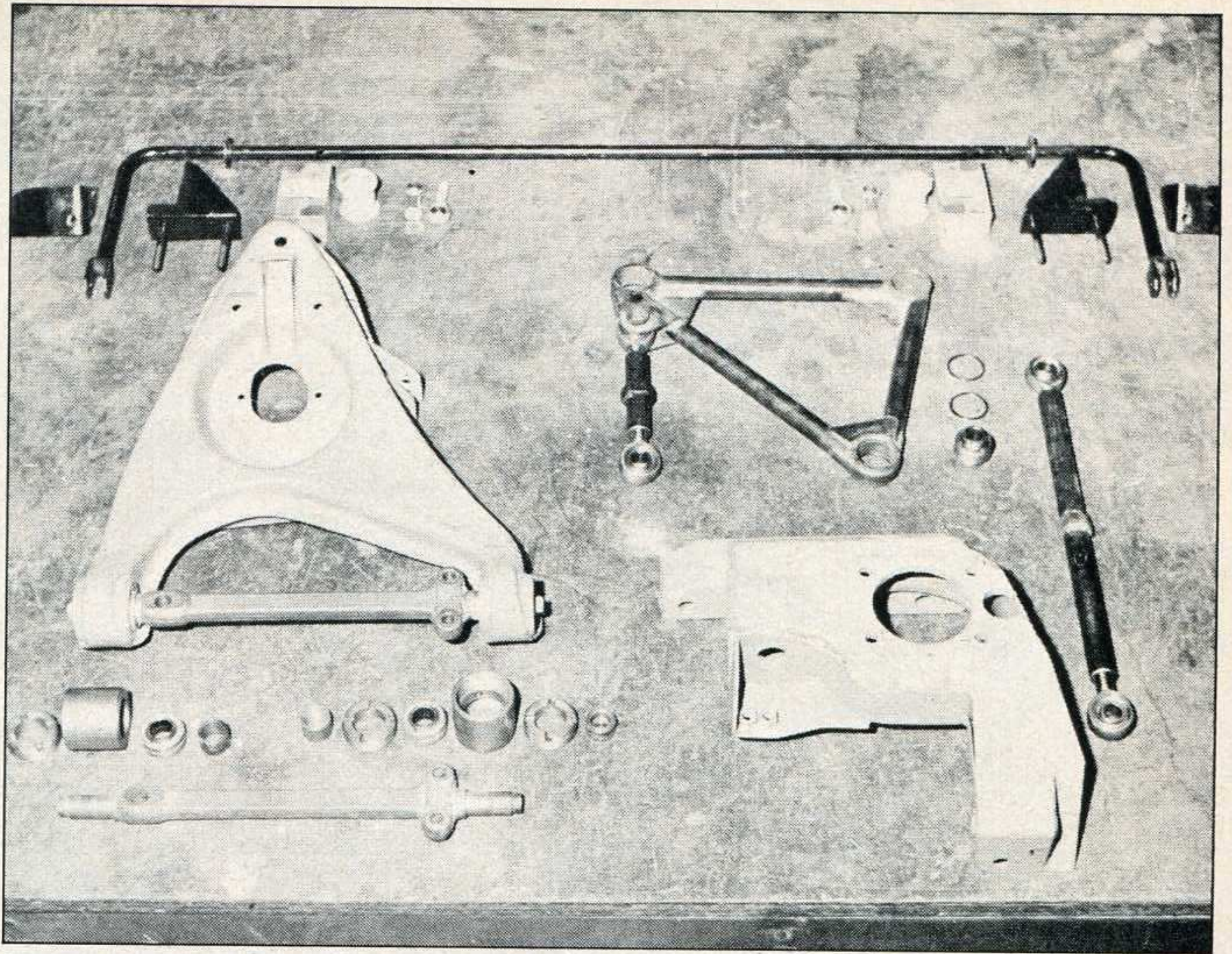
The 454 aluminum Chevy engine sits 12 inches back, 4 inches down and 2½ inches to the right of the stock location. This helps weight distribution and, along with the chassis design and front engine mounts, provides plenty of room for smooth-flowing header designs. Note clearance in firewall for distributor. The fuel injection manifold is Greenwood's own design. The magnesium unit weighs only 7 pounds and produces more torque on the 454 than 510-inch Can-Am engines. Development cost: \$40,000. The chassis front features removable segment for A-arm installation.



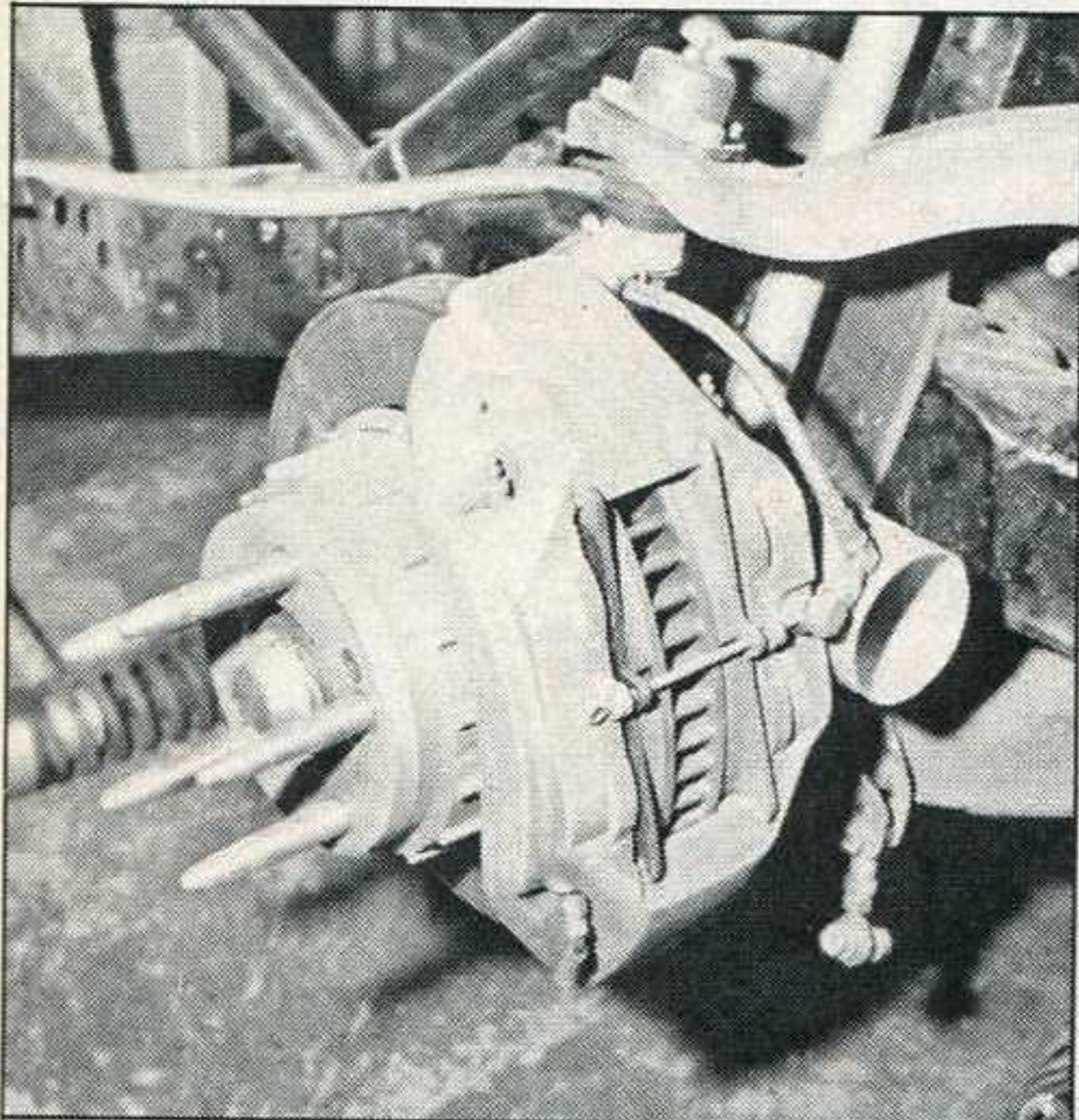
Although 60 percent of the weight resides on the rear wheels of the Greenwood Corvette, the rear of the car holds little more than the fuel cell, battery and fire bottles (yet to be installed). The coolers are actually the engine radiators. There is no front-mounted radiator. These small units are adequate at high speeds.



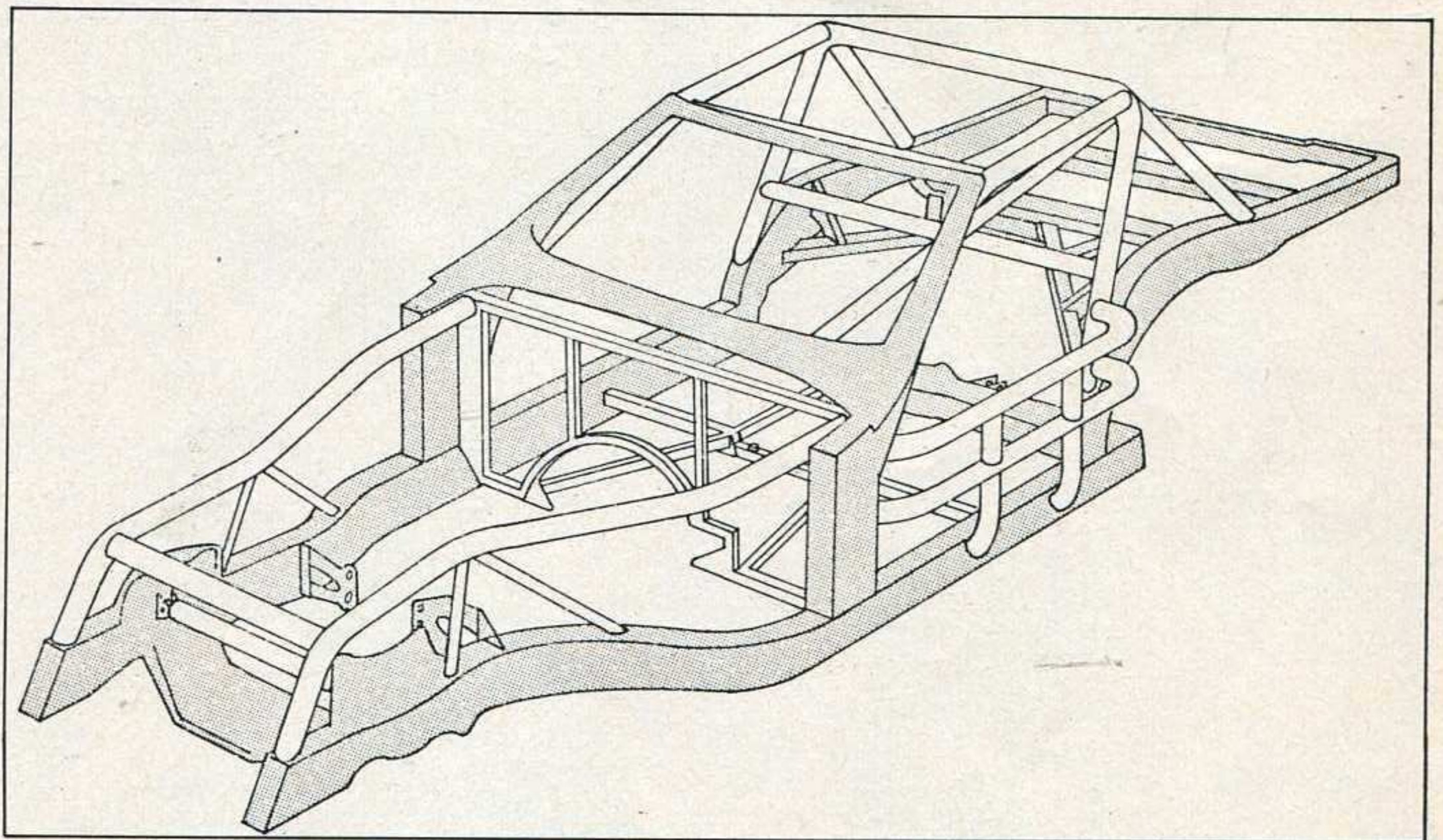
is now offering complete race cars, less engine, transmission and tires, that are identical to his own car, including all of the latest tricks, for about \$18,000. To those uninitiated to road racing that may sound like a lot of money, but in actuality it's an incredible deal. Given all of the engineering, development work, etc., that's still less than what it would cost anyone else to build the car, but John is able to simply use the jigs and fixtures originally built to produce his own car. He even sells the various components, individually or in kits, through the same outlet, Greenwood Sales. He can tailor anything from a street machine through A & B Production and GT road racing machines. There's even a line of custom body panels for street Vettes that we'll be telling you more about in future issues. And who knows, we might even take John up on an offer to experience what it's like to ride in the world's fastest Corvette. After all, who could refuse! ■■



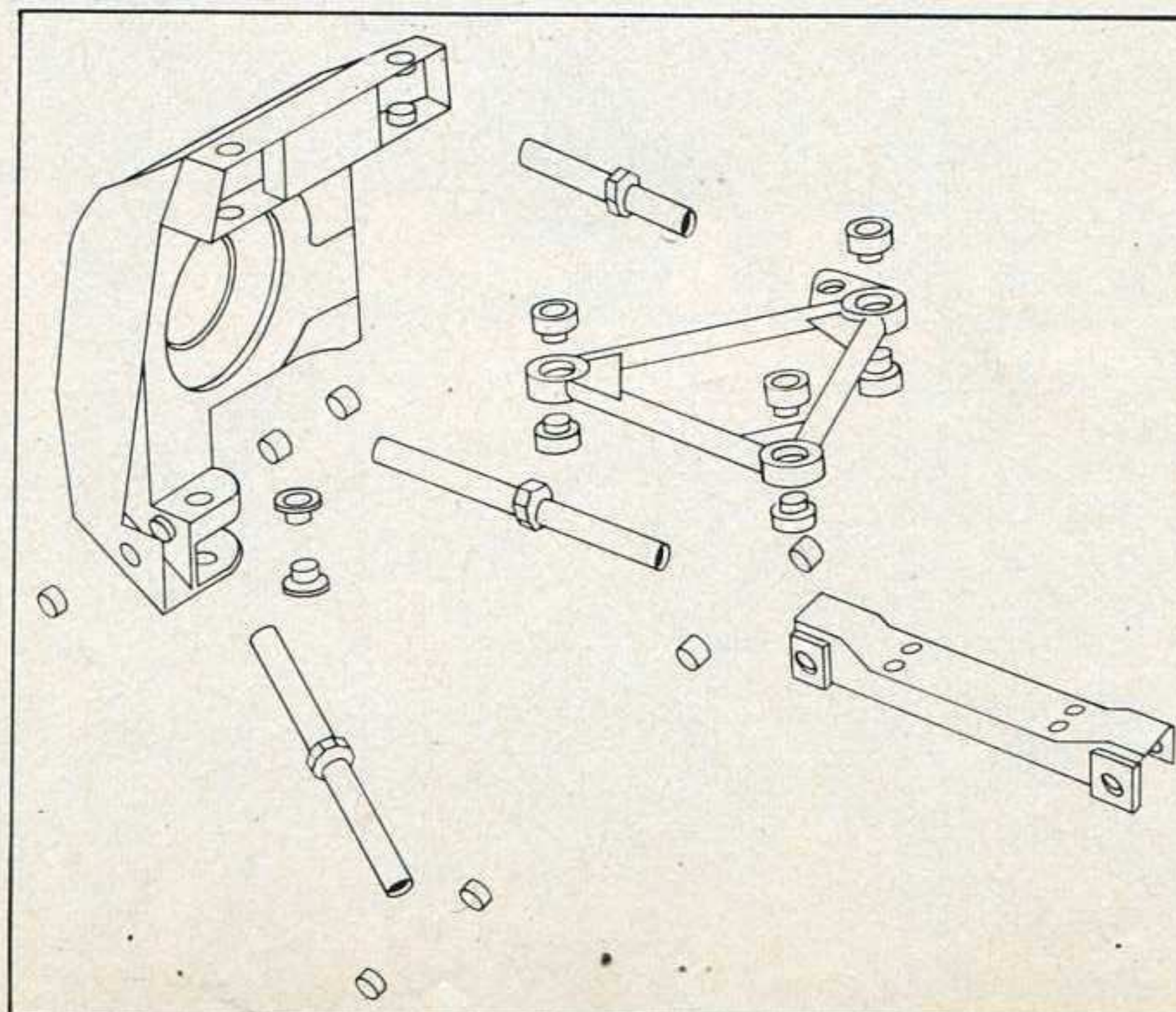
Among the major refinements on the Greenwood car is a modification of the front suspension that replaces the rubber bushings with sealed ball bearings and a complete redesign of the rear suspension. A rear sway bar is also added.



Special disc brakes have been developed for the Greenwood car that have three times the cooling capacity of the stock units (note brake cooling vent tubes). The suspension and brake combination is so effective that the Corvette can outbrake the 800-pound lighter BMWs by 2-3 car lengths, whereas they used to be able to outbrake the stock Corvette system by 6-8 car lengths. You will also note that the braking is perfectly balanced with equal-sized brakes front ABOVE— and rear BELOW. The wheel studs are also special Greenwood units.



The basic GT chassis begins with a Corvette frame and is then strengthened with a roll cage and supports for engine and other component mounting.



The new rear suspension design virtually controls both the front and rear of the car. Rear squat on acceleration and rise on braking are eliminated and cornering is flat. The design is so good that only two different spring sets are needed to tune the chassis for any road racing track. Look for a similar design on the '77 production Corvette.