

JIM HOPPIN, LANSING, MICHIGAN, ELECTED PRESIDENT! CONVENTION GOES TO LOS ANGELES, JULY 14th!

The Board of Governors' meeting, held in January at Detroit, Michigan, produced several significant happenings. Jim Hoppin, from Capital City Corvette Club in Lansing, Michigan, was nominated for President, following the retirement of Richard Wolf, Corvette Club of Michigan, the Council's first President.

Mr. Andrew Baumgardner, Corvette-Cleveland, was renominated to his Vice-Presidential post.

Miss Margaret Orscheln, remembered for her hard work with Tom Eckert, both from St. Louis Corvette Club, was nominated to serve as Secretary.

Mr. John Heidacher, from Cincinnati's Queen City Corvette Club was nominated to Treasurer's post.

Ballots, mailed out and returned by February 15th, affirmed the Governor's choice of men. For 1962, then, your officers are:

James P. Hoppin, PRESIDENT  
Capital City Corvette Club  
941 Alden Drive  
Lansing, Michigan

Mr. Andrew J. Baumgardner, VICE-PRESIDENT  
Corvette-Cleveland  
4428 Gamma Avenue  
Cleveland 5, Ohio

Mr. John Heidacher, TREASURER  
Queen City Corvette Club  
Cincinnati, Ohio

Miss Margaret Orscheln, SECRETARY  
Corvette Club of St. Louis  
7467 Overbrook Drive  
St. Louis 6, Missouri

These are your new National Officers. Write to them directly for answers to special Corvette Club problems.

The Council would like to re-emphasize a point: We are a Council, not a governing body. Thus, if communication seems a trifle slow, remember that it takes a bit of time to get all of the gears in full (synchro) mesh! (Cont'd P. 2)

WEST COAST VOICES STRONG SUPPORT FOR COUNCIL CONVENTION - LOOKING FORWARD TO JULY 14th!

by Ron Chazan  
Corvettes, Limited

I was the delegate to the Board of Governor's meeting in Detroit, where I persuaded the Council to hold its 1962 National Convention in Los Angeles.

We're quite fortunate out here to be blessed with a number of things -- outstanding weather, beautiful scenery, and several very interested Chevrolet dealers highly interested in Corvettes and Corvette Clubs.

Since I have returned to this balmy, sunny land, our clubs have made this much progress toward the Convention.

We have picked the hotel for the Convention, and a tentative schedule of activities has been made up.

Plans are being made to set up a trip to that most famous of all tourist attractions, "Disneyland" at a rate most favorable to Corvette Conventioneers. More about Mouseland in forthcoming "Bars."

The Southern California Council of Corvette Clubs -- a group which our Corvettes Ltd., belongs to -- held a meeting recently to discuss the forthcoming Convention.

The results of that meeting: Unanimous support from all member clubs represented. We have contacted the huge Northern California Corvette Ass'n., consisting of some 500 members, and we're waiting to hear from them.

If their response is similar to that of the clubs in Oregon and Seattle, Washington, we will be very gratified. These Corvette Clubs have expressed interest in the forthcoming Convention.

We have contacted Mr. Joseph P. Pike, Chevrolet's Assistant National Sales Promotion Manager, in charge of Corvette, and are waiting for his reply.

Now, to help us speed up our plans here on the coast, we need some information from all member clubs. First, please send us your delegate's name, address and phone number. Also, your alternate (Cont'd on P. 2)

BLUE BARS TO BE PRINTED 4 TIMES A YEAR, MIMEOGRAPHED THE OTHER MONTHS FOR FAST ACCURATE, TIMELY INFORMATION.

Your first issue of Blue Bars, which you received only a short time ago, was an effort that was beset with printing difficulties. Finally, however, they have been solved, and your Council has received a favorable rate from a printer with a keen sense of responsibility.

The next printed issue will be our April issue, and we plan to fill it with timely Club news plus pictures.

Send in an article, with glossy black-and-white prints for publication. ALL photographs CANNOT be returned. Please do not send color SLIDES. They cannot be used without some considerable processing expense.

Please type all material for the "Bars" on white paper, double-spaced for easy reading. No editing will be done on an article submitted except for spelling, grammar, or necessary changes to increase sense. Every article will have a "by-line" plus a Club line.

The range of topics is limited only to Corvette owner's imaginations!

Further "Blue Bars" services:

Members may send in items to swap or sell and place them free of charge in the "Bars." The items chosen for publication will be selected strictly on a "first-come, first-serve" basis, and will fill available space.

From time to time, the "Blue Bars" will mail out additional dispatches, memos or other communications on all items of interest to Corvette owners. As our coverage increases, we hope to mail out special race results of interest to Corvette owners. Everything possible is being done to publicize our marque!

#### FOR SALE:

Brand new set of pushrods for 283" engine. Dick Wolf, Corvette Club of Michigan, 21000 Alexander, St. Clair Shores, Michigan.

CONVENTION TO GO TO WEST COAST -(Cont'd from p.1)

delegate's name, address and telephone number. In addition, please send us the names of ALL persons who are planning to attend as of this date.

We must know an approximate number of people who will be attending so that we can plan a basic program and determine some basic costs.

Also, for our information, please send us an address list of your Club's National Council members for our use.

PLEASE INFORM US AS SOON AS POSSIBLE WHO YOUR DELEGATES WILL BE! Also, we need to know an approximate total number of people coming from your Club.

Mail this information to:

Convention Headquarters  
Mr. Ronald M. Chazan, Chairman  
8764 South Broadway  
Los Angeles 5, California

Write for all information to this address.

This is my first Convention Report. Right now, we're in the planning stage. Soon we hope to be in the "firming up" stage. Watch for more Convention News from Los Angeles!

#### NEW CORVETTE MANUAL DUE IN MARCH!

A revised Service Manual for the Corvette is currently being readied for publication by Chevrolet. It will bring both "Body" and "Chassis" manuals together, according to reliable sources, and will have complete details on the new 327 cu.-in. engine.

Current stocks of "Body" and "Chassis" manuals remain, and there aren't too many left. Once Chevrolet's supply is exhausted, only the new manual will be issued.

If you desire a copy of the current manual before it's a collector's item, please contact "Blue Bars" editorial offices. We will try to secure one for you free of charge. If there is a charge, we will inform you. Please enclose a 12¢ stamp to cover postage. According to our last reports, no charge was being made for the manual.

"ALL GO!"

by Andy Baumgardner V.P., Cleveland

Ever see 14,150 cu. in. worth of Corvette engines? That's about the total in some 50-odd Corvettes representing four clubs that toured the Molded Fiber Glass Body Co. Corvette parts plant Saturday morning, November 4th, 1961, at Ashtabula, Ohio.

The fourth annual tour was sponsored by Corvette-Cleveland, with the Tire Town Corvette Club of Akron, Buckeye Corvette Club of Canton, and the Central Ohio Corvette Club of Columbus co-operating; over 100 enthusiasts participated and had a grand time. Following the tour a luncheon was held at the Swallows restaurant. Host club president Henry A. Dimick introduced Robert Morrison, president of the Company who addressed the group.

STOLEN FROM FORTUNE MAGAZINE APRIL 1954

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PLAGIARIZING MADE EASY

by

A. Baumgardner

"It was only a few months before the opening of the 1953 Motorama, according to a Detroit story, when General Motors made up its mind to display four "futuristic" sports cars, each one to represent a GM automotive division. Even then the decision was not unanimous, and one GM vice president wanted to know how the styling section proposed to hammer out four steel car bodies in such a short time. When told that the bodies would be fashioned from fiber glass, the dissenter quickly withdrew his objections. "That's okay," he remarked. "Just so they don't try to do it with any damned plastic."

"That was nine years ago; by now, presumably, there is not a vice president in Detroit who does not know that a "glass" car is essentially, a plastic car, internally reinforced with tough threads of glass yarn. Indeed, the Chevrolet entry in that 1953 exhibit, the low-slung Corvette, was 1954's American sportscar showpiece, the first reinforced-plastic car body to be mass-produced anywhere in the world."

SEBRING COUNTDOWN

Sebring, Florida.... Friday's March 23rd. racing program is an eye opener for the internationally famous 12-HOUR ENDURANCE RACE, Saturday, March 24th.

Starting at 10:00 A.M. sharp, a three hour race over the twisting 5.2 mile course will have the cream of the world's road racing champions at the wheel of the smaller cars under 1000 cc.

Stirling Moss, England, "often a bridesmaid, but never a bride" in the yearly duel for world champion road racing drivers, will be in an Austin-Healey "Sprite" entered by the English manufacturer, Sir Donald Healey.

Olivier Gendebien, Belgium, flatly denying all retirement rumors will be piloting one of the fast little Fiat Abarth team entered cars.

Even though this race counts for points and trophies in the same rating as Saturday's big 12-HOUR ENDURANCE RACE, world champion drivers are allowed to drive by F.I.A. regulations in both Friday and Saturdays races.

Saturday's famous 12-HOUR ENDURANCE RACE will get the go signal at 10:00 A.M., for 12 of the hardest hours of punishment ever given cars or drivers. No let up for the wheel spinning sports cars from Modena, Italy, in the all out fight to keep American bred Corvettes, road race proven in the past few years, from taking the victor's wreath and overall Alitalia Airlines Trophy.

Marvin Panch, "Fireball" Roberts, both of Daytona Beach, Florida, stock car champions; Panch in a Corvette and Roberts at the wheel of a Pontiac powered special Ferrari are slated for the battle of the year on the fastest road racing course in the United States, Saturday, March 24th, starting at 10:00 A.M.

For advance ticket sales information write to Automobile Racing Club of Florida, P. O. Box 71, Sebring, Florida.

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"No other single potential outlet has received quite so much attention as automobiles. More than anything else, the reinforced-plastic industry had wanted to make car bodies right away. To get the automobile industry to use plastic before suitable production techniques were developed, however, has taken both coercion and seduction. Most important has been the willingness of the suppliers to underwrite, at almost any cost, an automobile experiment. GM's original plan was to build 300 Corvettes in plastic while the dies were being installed for 10,000 in steel. The company changed its mind after Robert Morrison (the former auto dealer who had built his Molded Fiber-glass Company into the largest matched-die fabricator in the industry) offered to build all 10,300 -- at a firm price per unit.

"The rest is history."

#### SEBRING REPORT DUE IN APRIL!

Through the kind assistance of the race officials at Sebring, Florida, we plan to bring you virtually immediate results from an on-the-spot reporter -- with photographs -- in our April issue.

#### FOR SALE

1960 Corvette - 290 F.I., 4-Speed, both tops, 4.56:1 axle, silver with black interior.

Your choice of:

1. Set up for racing - including  $\frac{1}{4}$ " wall chrome moly roll bar, 4.45:1 Positraction (new gears, bearings, etc.) heavy-duty springs and shocks, sintered iron brakes, quick steering, plus, 4 extra 7.60x15 Super-sport recaps, racing tubes mounted on wide-based wheels and balanced. Price \$3350.

2. Set up for fast GT touring - with 3.36:1 axle, std. brakes, steering, shocks and Pirelli Supersport recaps - \$2950.

Yes, this car has been around the track a few times. It runs very well. Reason for sale: hot new '62 360 on order -- with same equipment!

Write: Art Sutphin, Corvette Club of Michigan, 26732 Rouge River Drive, Dearborn, Mich., or phone Logan 1-7282.

#### WELCOME TO THE G R O W I N G LIST!

The Council Clubs would like to welcome these new-comer Clubs into the Council --

Corvette Club of Baltimore  
Thomas J. Henry, President  
2400 Lamp Post Lane  
Baltimore 34, Maryland

Baltimore's genial representatives to both the formative conventions and the first convention in St. Louis added greatly to both festivities and the hard core effort. Welcome!

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The June Corvette Club  
Marilyn Lance, Secretary  
619 New Brunswick Ave.  
Perth Amboy, New Jersey

Another of the eastern delegation heard from. Watch for their outstanding contribution to civic service in a forthcoming issue of "Corvette News."

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Cornhusker Corvette Club  
Shirley J. Gorsuch, Secretary  
12438 So. 28th Street  
Omaha 47, Nebraska

No doubt their Corvettes are equipped with 3.36:1 axles out in the flat country! Welcome to the Council.

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San Jacinto Corvette Club  
Harry Green, President  
P. O. Box 1031  
Pasadena, Texas

One of the clubs that travelled a long way to the 1961 St. Louis Convention. We had good conversation then with Jerome Moore.

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South St. Louis Corvettes, Inc.  
Thomas L. Padberg, President  
5437 Goethe  
St. Louis 9, Missouri

Another vital club in St. Louis. We're happy to have both St. Louis clubs in the Council.