

# North Florida Corvette Association VETTE GAZETTE

VOLUME 1—No. 3

JACKSONVILLE, FLORIDA

SPRING EDITION

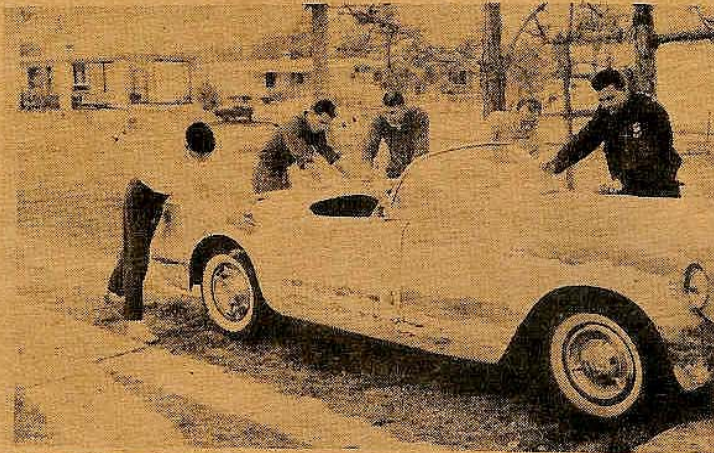
## NFCA Club Members Rebuilding '54 427 Corvette For Drag Racing

The new year began right for the North Florida Corvette Assn., for the club has undertaken the biggest project in the history of the NFCA. This project basically consists of the modification of a street stock 1954 Corvette. The Corvette was purchased at Jax Beach after Jack Hendry, Bill Sauls, Mike Fraser and Cliff Payne arranged the purchasing agreement. For the time being, the car is at the home of Rosemary Gallagher, Cliff's fiancé.

The 1954 Corvette is one of the first Corvettes made by Chevrolet and is therefore considered to be a classic. Total production numbered only 700, and all were hand made. The car weighs about 2000 pounds as it sits now.

Presently the car is in the process of being sanded, since there are many layers of faded and cracked paint that must be removed before the final spraying of hand rubbed lacquer is applied. Hand sanding is a long and tedious job which no one is fond of undertaking. However, the bare fiberglass must be showing before the primer coat is applied. All members interested in the project and having any intentions of driving the finished product should contact Cliff at CH 9-5176 immediately to find out the designated "work nights." The exact color has not been determined yet, and will be voted upon by the club. The NFCA emblem will appear on both doors and the trunk.

(Continued on Back Page)



## Schedule of Coming Events

Sun., Mar. 13—Corvair Gymkahana  
Sat., Mar. 19—Party at Bob Clark's  
Sun., Mar. 20—Take Boys Home to Drag Races  
Fri., Mar. 25—Trip to Sebring  
Sun., April 3—Hare and Hound Rally  
Sat., April 23—Party at Cliff Payne's  
Sun., April 24—Autocross-Gymkahana  
Sat., May 7—Trip to Busch Gardens  
Sun., May 15—Corvair Gymkahana  
Sat., May 21—Stag Party  
Sun., May 22—Scavenger Hunt  
For additional information phone Cliff Payne CH 9-5176.

And some more NFCA members: Charles "Side Exhaust" Dorsey, Mike "Warranty" Fraser, Billy "Snake" Sauls, Kerby "427 School Teaching" Smith, Frank "The Zoomer" Pawela, Herbert Garage Building" Sands, Bob "Teaberry" Clark, and Cliff "Grandad and Coke" Payne.

## NFCA To Take Boys Home Residents To Drag Races

Members of the North Florida Corvette Assn. will meet at the Town and Country Shopping Center March 20 at 11:00 a.m. to take a large group of boys from Boys Home to Thunderbolt Drag Strip. The anticipated Corvette turnout will be in the vicinity of 25 strong or better.

This project is only one of many to be undertaken by the NFCA in the next few months. The members feel that these boys (ages 7-13) should be entitled the same benefits as those of their own age group.

After picking the boys up (with tops down) and taking them to see a full schedule of organized drag racing, the parade of Corvettes will stop for a return trip refreshment pit stop. All members are urged to attend this special event. (Sorry, no dates this time!).

## CLIFF PAYNE ELECTED PRESIDENT OF NFCA FOR 1966, SANDS V-P

Cliff Payne has been elected president of NFCA for the year 1966. Cliff drives a 1958 Corvette powered by a 1964 365 h.p. engine, custom interior done in Ohio, etc.

Due to the fact that Cliff works for the post office at Jax Beach and therefore has fairly good working hours, he feels that he can devote a great deal of time and effort to the club and continue to make the North Florida Corvette Assn. the number one sports car club in this section of Florida.

Cliff has a wonderful personality and enjoys nothing better than talking to a fellow Corvette owner. He invites all Corvette owners to come down to one of the meetings, have a cup of coffee and donut, see a movie and talk with the members.

Herbert Sands was re-elected vice-president for 1966 due to his active participation and contribution to the club. Herbert drives a stock 1964 Corvette and is definitely planning to purchase a 1967.

He and his wife, Maxine, are sports car enthusiasts and they have both extended an open invitation to all Corvette owners to attend the next NFCA meeting at John Deihl Chevrolet at 8:00 p.m. the 1st and 3rd Wednesdays of each month.

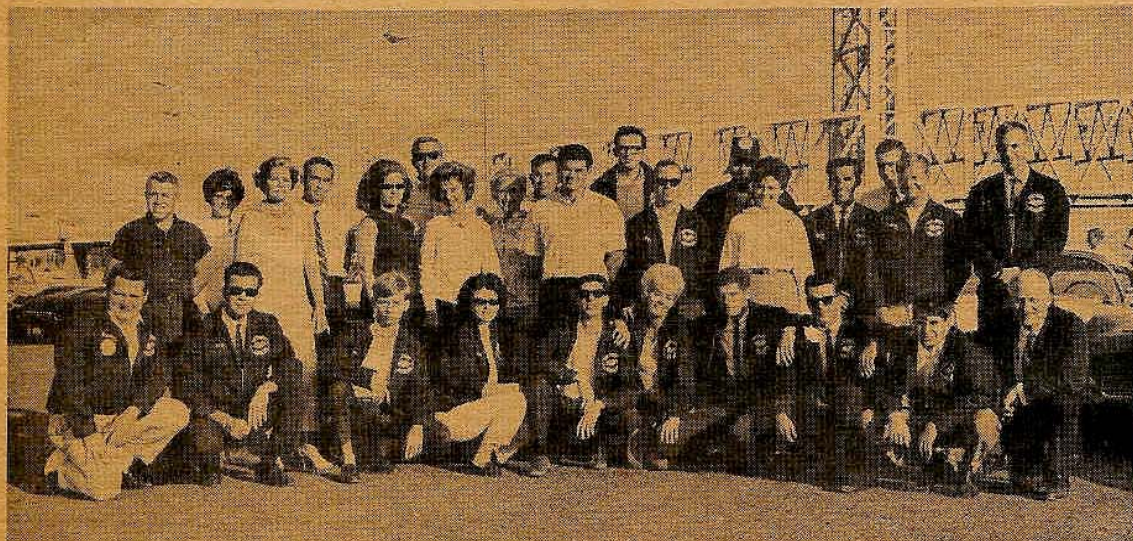
Mrs. Barbara Hendry, wife of fellow NFCA member Jack Hendry, has taken over the reigns of secretary. Barbara is doing a tremendous job in keeping the minutes of each meeting, as well as taking care of all club correspondence.

Tom Mathewson has been re-elected treasurer due to the fine job he has done in the past. Tom reported that the club took in \$1,523.20 for the year 1965. Considering that this was the first full year for the NFCA, this wasn't too bad. He says that our goal for 1966 will be double this figure.

Charles Dorsey has been re-elected Sgt.-at-Arms. Due to the fact that Charlie is a member of the Duval County Road Patrol, the club feels that he can hold down the noise as well as the speed on road trips, etc.

The NFCA extends a congratulations to these individuals for being elected in their respective capacity. We feel they are the ones that can best do the job. The club expects the best from these individuals and they have promised to give their utmost for 1966—the best year yet for NFCA.

So Cliff doesn't eat popcorn—be sure and ask him why!



NFCA MEMBERS AT PARADE OF CORVETTES



## In Defense of Detroit And Honorless 'Vettes

By Eric Pelkie

(Article taken from Competition  
Press and Autoweek)

What if Detroit were to come out with a sports car more powerful than the biggest street stuff out of Europe? With handling to match (courtesy of some well-designed discs all round and a sophisticated independent suspension). Reasonably tasteful styling, and luxury enough for the Maharajah of Makow. All with typical American sturdiness, negligible maintenance and tractability in traffic?

I'll tell you what would happen. Nothing. Not a thing. Because Detroit has come out with just such a car. It's called the Corvette and for my money it's the most underrated car in the world, outside of maybe the Citroen.

Yes, I know all the old arguments. To wit: "You have to have lots of guts to drive one of those things hard. They like their corners sideways. It's just a big American pig with two seats," etc., ad nauseum.

Hokay, so let's take a closer look at this prophet without honor.

First we'll have to set up some sort of an idea to shoot for. Right away we're in trouble, but I think we can find a few criteria on which to agree.

For the purposes of people who read this kind of publication, the ideal car has plenty of power, genuine agility in a corner, excellent stopping power, a modicum of comfort, reasonable price, good looks and a certain indefinable quality of excitement. Nothing very outrageous there.

Now let's make some comparisons. Let's take the Porsche 911 and the XKE Jaguar. Let's get in real deep water and toss in Ferrari, too.

Porsche handling can hardly be faulted. Nor its brakes, comfort, or excitement. It's a great car. But for your \$7,000 or so price (what with shipping, radio and a couple of doo dads) you get 148 horses out of a

pancake six. This is not likely to create insurmountable G force on acceleration.

### WOEFULLY WANTING

By comparison, the Corvette has 425 horses available (390 if you want to go the hydraulic lifters and mild cam route) and that, friend is instant hemorrhoids. This at a price between \$5,500 and \$6,000 depending on your taste in baubles.

Jaguar. Magnificent car. Exciting handling, all things considered. But again, woefully wanting in power by comparison to the Corvette and, at some \$6,500 to \$7,000 the copy, no bargain.

Ferrari. What's to say about this gorgeous beast after which most of us have lusted? But at something like \$15,000 each, it's a bit more than we can squeeze out of the household budget. And despite the frenetic shriek of those 12 lovely cylinders, it doesn't have quite the power that Corvette has.

Turning the comparison the other way, how does Corvette stack up against the formidable competition?

Right well, superior in power to all of them. A really well thought-out independent suspension that does what it's supposed to do. A set of disc brakes that'll rattle your teeth in a panic stop, and do it over and over again. More comfort than any two-seater I can think of offhand. Parts you can get down at Max's Motors in East Podunk, or anyway easier to come by than trying to deal with, say, Luigi Chinetti. A price well below any of the comparable European jobs. And excitement? Just turn this baby on.

Corvettes will have to be made for 3 for Tom and Marie Mathewson and Bob and Merrill McCleary.

Something about a cigarette lighter falling out and causing someone to miss a gear at T-Bolt.

The visiting roommate—By Norman Griffin.

## NFCA Members Gets Free Admission to Thunderbolt

Recently the NFCA scheduled a trip to Thunderbolt Drag Strip. Due to the tremendous turnout of over 30 Corvettes, George Hammock, owner of T-Bolt, agreed to admit any NFCA member and one guest free admission to the track. Any member interested in making the weekly trip should meet at the Roosevelt Mall any Sunday (unless club events are scheduled) at 12:00 Noon.

Hup - two - three - four—Wendell Williams, Larry Register and Eddie Hill.

Bert Zater will be returning from Greenland soon, being followed by his own armored truck!

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### NFCA Members Make Trip To Daytona Continental

Saturday, Feb. 4, came early for members of the NFCA, as they began their trip for Daytona by meeting at the Dobbs House Restaurant at 8:30 a.m. After a fine breakfast and a fueling up of gasoline the party departed.

The first pit stop was made in St. Augustine at a wholesale liquor store. While here, Cliff bought a can of orange juice, threw away the juice, and with helpful assisting engineers, plugged his header pipes.

Farther down the road, five or so of the cars had ventured ahead to a filling station. While there, someone found a prospect for a circus act, that being a dog who could jump six feet high while in forward motion and still land upright. The poor dog was made to jump a total of 500 times and 3,000 total feet. They tell me he runs now when he sees a Corvette pull in!

Upon arriving in Daytona, most of the club headed for the famous

Daytona International Speedway while others proceeded to rent 3 rooms at the beautiful Summit Motel.

Fifty laps, two fifths, thirty-six beers, and ten poker games later, some of the members (not brave enough to withstand the cold temperature of 26 degrees that night) headed for the motel, as well as to get something to eat. After seeing Bob Clark do the Teaberry Shuffle, as well as two foot races for \$1.00 each with Steve McCall, it was about time!

All in all everyone had a tremendous time. Numerous Corvettes from other Corvette clubs were present and conversed with NFCA members. Ed Balcer, president of Corvette Marque Club of Seattle, exchanged quite a few ideas with NFCA members concerning events etc.

Additional information (censored from this article) may be obtained from those that made the trip such as: Cliff Payne, Steve McCall, Ledger Davis, Tonda Davis Wayne and Peggy Harris (who contributed the tent, coffee, etc., etc.). Randy Hughes, Hybert Dixon, Dixon Harpe, Mike Fraser, Bob Clark, Billy Sauls Bobby Lee, Jack Hendry, Bert Zater, Jerry Conners, Tom McCoughlin, Toby Milne, Wendel and Beverly Welman, Frank Pawela, or Tom and Pat Kiefer.

Dennis Moran has opened his shrimp boat in the Cedar Hills area. Go by and talk him out of a free dinner, it's possible.

Who are these guys that tell their wives that we meet every Wednesday night—You should know by now we meet every Wednesday and Friday night!

Headline—Local hang-out "Al's Drive In" closed—Boys move on down the street to Bailey's Drive In at 28th and Main!

### NFCA Sweatshirts on Sale

NFCA sweatshirts are now on sale for the price of \$2.50. These shirts are long sleeve, blue, and have the NFCA insignia. They may be purchased at the meetings or by calling Jack Hendry at 724-2701. (Sorry, the black sweatshirts have been sold out, as well as NFCA jackets. Additional orders will be placed upon request.)

Wanted—One antennae, several chrome knobs, a four-speed knob, and a deflated tire! See Gordon Griffin.

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## NFCA Club Members Rebuilding '54 427 Corvette For Drag Racing

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as well as other sponsor names such as Racemaster, Mickey Thompson, Iskenderian, etc.

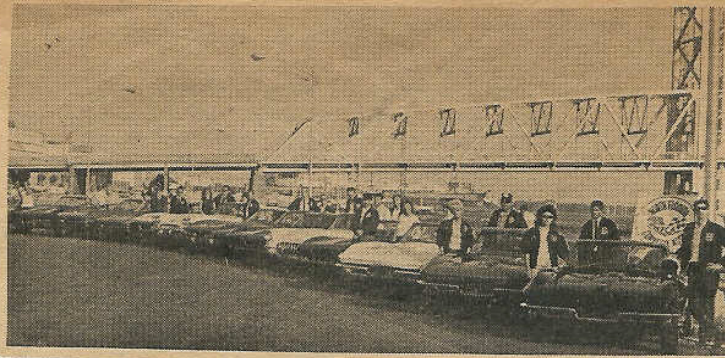
Upon completion of the sanding process, the car will be towed to John Deihl Chevrolet, where the body will be separated from the frame. While at John Deihl's, the frame will receive a thorough sand blasting and paint job. The front end will be removed, only to be replaced by a Volkswagon, tubular, or '32 Ford front end, eliminating about 150 pounds. The rear end will be beefed and a 4:56, 4:88, or 5:12 rear end will be installed. After this is done (and other "goodie" steps) the body will be placed back on the highly modified frame. The wheel wells will be cut for the 10:00-15 slicks and the car will be primed.

The engine will be a highly modified 427 cubic inch Chevrolet. Steve Seigrist and Mike Fraser hope to talk with Jim Rathmon at the Daytona 500 to determine the possibility of having an engine donated. The engine will be disassembled and fully blue-printed by Schooler Engineering. The cam will be the world's most powerful cam, the Isky 500 Le Guera carburation will be injection or ram induction. The engine will be coupled to a hydro-stick transmission.

Upon completion of the modification of the engine, a set of headers will be made for tuned performance. The car will then be taken to Thunderbolt Drag Strip (where NFCA members get free admission) for trial runs. The anticipated elapsed times should be in the 10 second bracket at 140 mph with hopes of getting the car into the 9's at 160 mph.

It was understood at the time of purchase that a great deal of time and effort would have to be contributed by the members. Members, don't let the club down. This is probably the biggest project the club will ever undertake, and your help and ideas will be appreciated.

Remember, this is YOUR car!



## Corvette Club Trophy To Be Presented on Point System

Each year Chevrolet Motor Division sends the popular Corvette Club trophy to every registered Corvette Club on the roster. This tribute to the individual clubs is traditional with Chevrolet, dating back to 1957. For 1965, Chevrolet sent out at least 175 trophies. The trophy was newly designed and featured a silver-plated bowl and a Sebring Silver Sting Ray on an ebony base. A 1 in. by 3 in. blond plate on the front can be appropriately inscribed by the local clubs.

These trophies are given to all clubs at the end of the year to be presented as they wish. Usually the trophy is awarded to the club's outstanding member on the basis of points awarded in club competitions. Other criteria for this award include driving skill, service and overall contribution to the club and its activities.

Last year's Corvette Club trophy went to Mike Fraser as he was voted the outstanding member of 1965. However, for 1966 a point system has been inaugurated by which a running compilation of members points will be kept at all times. An NFCA trophy will be awarded to the member with the highest number of points quarterly, with the Corvette Club trophy going to the member compiling the greatest amount of points for the year.

So, it's not too late to get in on the points. Start attending meetings and NFCA events and earn yourself a trophy! "United we stand, divided we fall."

## FOR SALE

1966 Corvette 427, 4 speed trans., fast-back, \$4550.00, 384-4979, Bill Sauls.  
Ski Drag Boat, Chev. V-8, 65 mph, \$795.00, 384-4979, Bill Sauls.

Offenhauser polished aluminum manifold with 3 new Rochester carbs. Paid \$110.00, will take \$65.00, 387-3763, Frank.

'56 T-Bird, PS, SS, R&H, WSW, roll and pleated, new paint, etc. Best offer, accept trade, Mike Fraser, PO 4-1173.

'64 Corvette 365 h.p., 4 speed, onx., \$2995. Bob Clark, PO 5-3805 or EL 4-8444.

1959 Corvette, 389 cu. in., Hydro-stick trans, 380 h.p. \$1750.00. Red with white top.

1966 Corvette, 427 cu. in. 425 h.p. Red with white top. \$4500.00

Set of Casler Slicks, 1500x760. Used only twice, \$45.00. Kirby Smith, EX 8-4486 or 733-4031.

WANTED—Stingray hub caps, 63-65. Bobby Lee PO 4-6421.

Associate these times with the owner: 13.6, 13.2, 13.0, 12.9, 12.8, 12.5 and 15.7!

Anyone care to get in on a regularly scheduled Tuesday night poker game? See you know who!

So Earl Glisson sold his '58 for \$1200 and Billy Sauls wants \$2100 for his—huh?

## Herbert Sand's 2:01 Takes First Place In Gymkhana, Mike Fraser Second with 2:03

Jan. 23—Herbert Sands took first place in the Corvette class of the co-sponsored S.C.C.A. Corvair Club Gymkhana recently held in the Roosevelt Mall parking lot. The course was designed with the intention of keeping all class times fairly comparable, due to the fact that the corners were pretty tight and the straightaways fairly short. For the Corvettes, a great deal of driving skill was required to stay within this close time range. Herb showed his driving ability as he powered his 327 cu. in. 300 h.p. '64 Stingray to a time of 2:01 min. Mike Fraser took second place honors in his '66 427 cu. in. 425 h.p. Stingray with a time of 2:03. Cliff Payne, president of NFCA, powered his '58 Corvette (equipped with a '64 327 cu. in. 365 h.p.) to take a third place trophy.

A turnout of 56 entries participated in the event. Due to the tremendous turnout of Corvettes from the NFCA, a special class was formed. Other gymkhanas are coming up soon—don't miss the next one!

## JOHN DEIHL BACK AT WORK AFTER ILLNESS

Numerous members have been asking how Mr. Deihl is getting along. Well, he is back and doing fine! The doctors have asked Mr. Deihl to take things easy for awhile, so he will be working off and on for the next month or so.

All the NFCA members think the world of Mr. Deihl and are truly glad he is back at work. We know that we could not ask for a better sponsor, and appreciate tremendously what he has done for us in making the North Florida Corvette Assn., the number one sports car club in this part of the state. We hope you the best of health Mr. Deihl.

The rumor is out that Corvette will not change for '67, but look out for '68—It may be a rear engine shark!

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