



more driving fun . . .

PERSONALIZE YOUR CORVETTE

At a week-end rally, on highways and byways, at some out-of-the-way resort . . . name just about any spot or season, and Corvettes are gathering . . . in pairs, in groups, *en masse*. Happy times and Corvettes have a way of going hand and hand. So Corvette in the long run (or short spurt) is built with this as one of its main reasons for being—a car meant to drive for the sheer fun of it.

The Corvette is necessarily assembled in production for the average person, even though everyone won't conform to the mold. More often than not, the individual owner takes pride in talking about "my Corvette" as though it's a one-of-a-kind classic. Well, one of the happiest facts around is that the particular owner can personalize both his Corvette and his driving by relatively easy ways and means. Standard built-in adjustments and minor mechanical changes, along with improved handling skill and just good old-fashioned experience—all contribute to making each Corvette and its owner stand apart, with more fun in the bargain. And whether a specific tip is big news or old hat, most fans usually discover something of interest in a collection of helpful hints. So these pointers are offered to show how you can get more driving pleasure from *your* Corvette.

BREAKING IN YOUR CORVETTE

Correct break-in of your Corvette really isn't much of a task. The most important thing to remember is be reasonable when the car is brand new. If you feel there's any looseness or anything at all wrong, take care of it as soon as possible. After proper break-in, a Corvette is fully capable of performing any kind of maneuver on the road or in a sports car event.

CULTIVATE SMOOTHNESS

The really top-flight race-car drivers are smooth and easy behind the wheel. They have to be. A too-sudden maneuver could skid the car during high-speed runs at the traction limit. This fineline balance of man and machine on the track permits no roughness. Many professional drivers go to the extent of practicing hour upon hour on wet pavement to simulate high-speed track conditions. So try being as smooth as you can at all times to be ready for those week-end rally times.

HANDLING A TURN

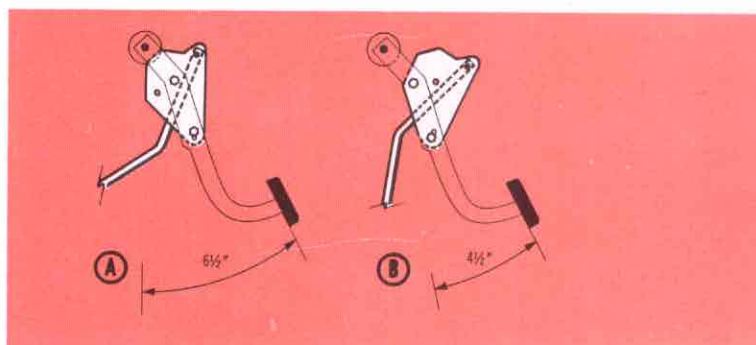
In competitive events, the important things are to know the turn and be ready for it. "Lose a fraction entering and gain a full second after" is good cornering advice. Most drivers find that over-braking slightly and downshifting in the approach is preferable to charging into the turn too fast and then having to brake down and work hard to get out of it.

SHIFTING

No special tips are necessary for normal driving with Corvette's gears. Most accepted practices for gear shifting apply. The trick for greater fun here is shifting faster for sports car events. The individual driver gains in shifting speed by improving coordination on his own part and by more experience with his particular Corvette. An important thing to remember is not to put strain on the drive train. For example, power shifts should never be made—the foot always should be off the accelerator when the shift lever is moved.

ABOUT THE CLUTCH

The 1959 Corvette clutch can be adjusted to the owner's personal taste. Most drivers like its conventional setting in normal driving since it operates easily. But for frequent fast shifts, as in gymkhanas or other sports car events, most competitors prefer its quick-acting setting because the clutch can be engaged with less foot movement. The driver can operate the clutch as fast as he can shift gears. And even with its slightly stiffer feel, Corvette's quick-acting clutch operates as easily as the clutch in many imported sports cars.



(A) The 1959 Corvette clutch has conventional setting with pedal push rod bracket in above position on pedal lever.

(B) Quick-acting setting for 1959 Corvette clutch is preferred by drivers who often make fast shifts.

PLAN YOUR STOPS

The different brakes available for Corvettes give the owner a good chance to tailor his car to his own stopping habits. Standard, special, and heavy-duty—with these choices, he can get needed braking power and good brake life whether he is a driver around the town, a country traveler, rallyist, or avid competitor. The important thing to remember is that whichever brakes he chooses, the wise owner gives them a fair chance to seat properly before he starts using them real hard.

LIGHT FOOT, HEAVY FOOT

When Corvette owners get together, talk often comes around to adjusting the accelerator linkage. Here the individual owner certainly has latitude to tailor his car to his own likes, with one major exception—the Ramjet Fuel Injection system. It's been said many times but worth repeating—Ramjet Fuel Injection, properly maintained according to service specifications, gives the Corvette and its owner all the performance response needed.

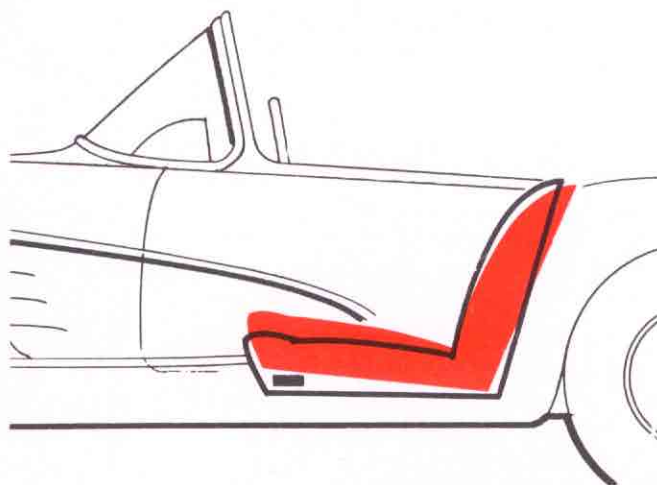
With other Corvette engines, accelerator linkage is set by the factory for normal driving to suit the average driver. Some Corvette owners, driving mainly around town, seek maximum fuel economy. They've been known to get it by stiffening the tension of the linkage return spring. Such a change reduces the possibility of unconscious bouncing of the pedal because the driver must exert more foot-force to depress it. More often, Corvette rally enthusiasts prefer lightening the return-spring tension. The relaxed accelerator pedal that results brings them more in touch with the engine's real response. They like the quicker engine sensation from their foot action.

MAKE YOURSELF COMFORTABLE

It's very easy to overlook the importance of proper seat adjustment for top driving fun. City drivers sometimes prefer a more forward position for better visibility. But for touring and sports car events, most drivers want a rearward position, with as much body weight off the hips and on the back as possible.

Some sports event enthusiasts go beyond the normal adjustment allowance. They add shims at the front between the floor and seat track. The shims raise the front of the seat and make the backrest tilt slightly. Other drivers advocate tying the springs in the backrest to make it conform to an individual preference. This method restricts the backrest's cushioning so is not recommended for the driver who wants maximum comfort.

Some Corvette drivers add shims to change the angle of the seat.



POWER RESPONSE

How to get the best power response depends on which engine you have in your Corvette. Ramjet Fuel Injection responds immediately to the foot at virtually any speed. But flooring a carbureted engine at low r.p.m. won't

always produce instant acceleration. In fact, flooring may cause the engine to lag momentarily—especially with twin four-barrel carburetion. It's better to give a steady, regular feed and get a smooth power climb.

For overall driving, most drivers like the popular standard V8 with single four-barrel carburetion because it's so versatile. It will deliver sparkling performance on demand, yet is smooth and docile around the town.

TREAD SOFTLY

Advocates of very high tire pressures often meet head-on with advocates of low pressures—verbally, that is. With a high-powered, agile machine like the Corvette, most drivers find that no appreciable gain results from high tire pressures during normal driving. What they do find is that high pressures introduce harshness and shake which really aren't necessary. Their Corvettes on lower tire pressures will do all desired maneuvers without the resulting roughness. Most drivers, therefore, follow recommended tire pressures which are comparatively low. In the final analysis, it remains for the individual driver to use his own pressure preference.

TIRE TYPES AND WHEEL SIZES

Almost every owner finds the standard Tyrex tire and standard wheel size very satisfactory for enjoying his normal driving and most of his rallies or gymkhanas. It's only when taking on the most severe kinds of competitive events that some drivers prefer the wide-base wheels. They like the greater degree of lateral stiffness on tight turns, the added stability. Likewise, many of these same drivers prefer the extra strength of nylon and other competition tires over Tyrex. They agree the Corvette reflects virtually none of the flattening complaint occasionally made against nylon tires on heavier cars. So nylon versus Tyrex is largely a personal choice.

TUBELESS VERSUS TUBED

Many, many drivers, in whatever kind of sports car event entered, believe tubeless tires completely reliable. But as yet, no tire experts have seen fit to buck the popular notion that tubes give an added safety margin during very severe operation. For city driving and touring, tubeless tires certainly should give the Corvette owner full driving enjoyment. For competitive events, however, the driver himself must decide whether tubeless or tubed tires are for him.

MOST OF THE FUN DEPENDS ON YOU

Someone once made an interesting observation on the old adage that practice makes perfect. This forgotten soothsayer pointed out that if you are practicing the wrong things, you'll actually become less and less perfect. Of course he's right . . . and it's a good point to round out these thoughts on more driving fun.

Practice driving the right way, the smooth way, using the best driving habits at all times. Make believe you are undergoing a driving test whenever you're at the wheel of your Corvette. Every shift, every stop, every acceleration—encourage yourself to be as smooth and steady as possible. The lessons you teach yourself will make you far more of an expert in your particular car than any outsider's tips on paper can do. And remember, the better you learn, the more pleasure you will enjoy. More fun depends mostly on you.

