

CHEVY MONZA FACTORY RACER

CARS

THE HI-PERFORMANCE & CUSTOM MONTHLY **magazine**

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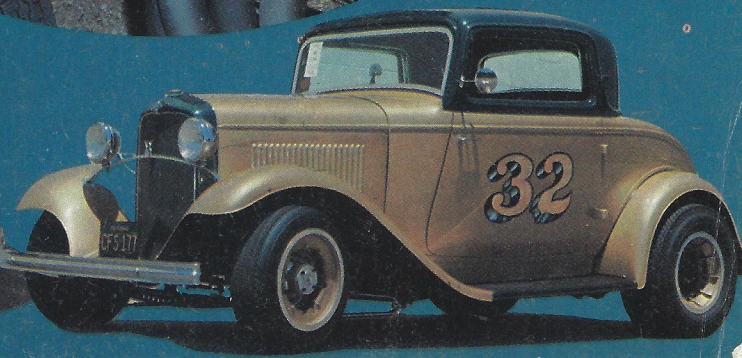
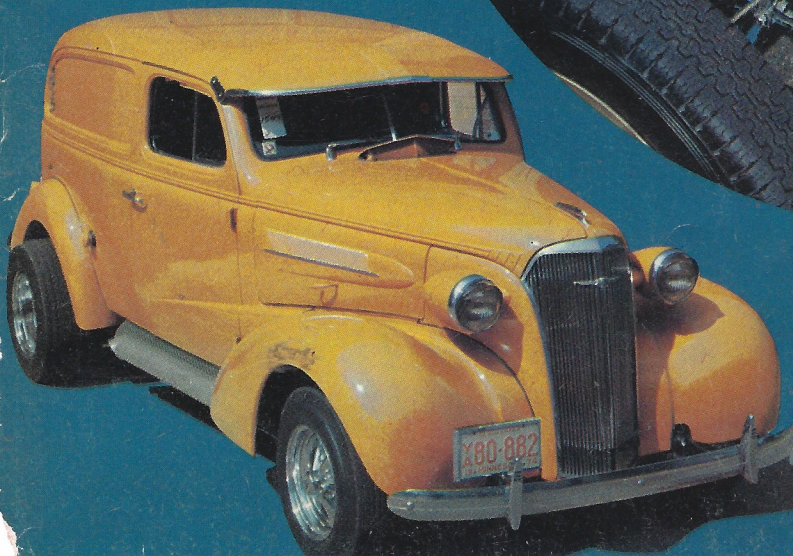
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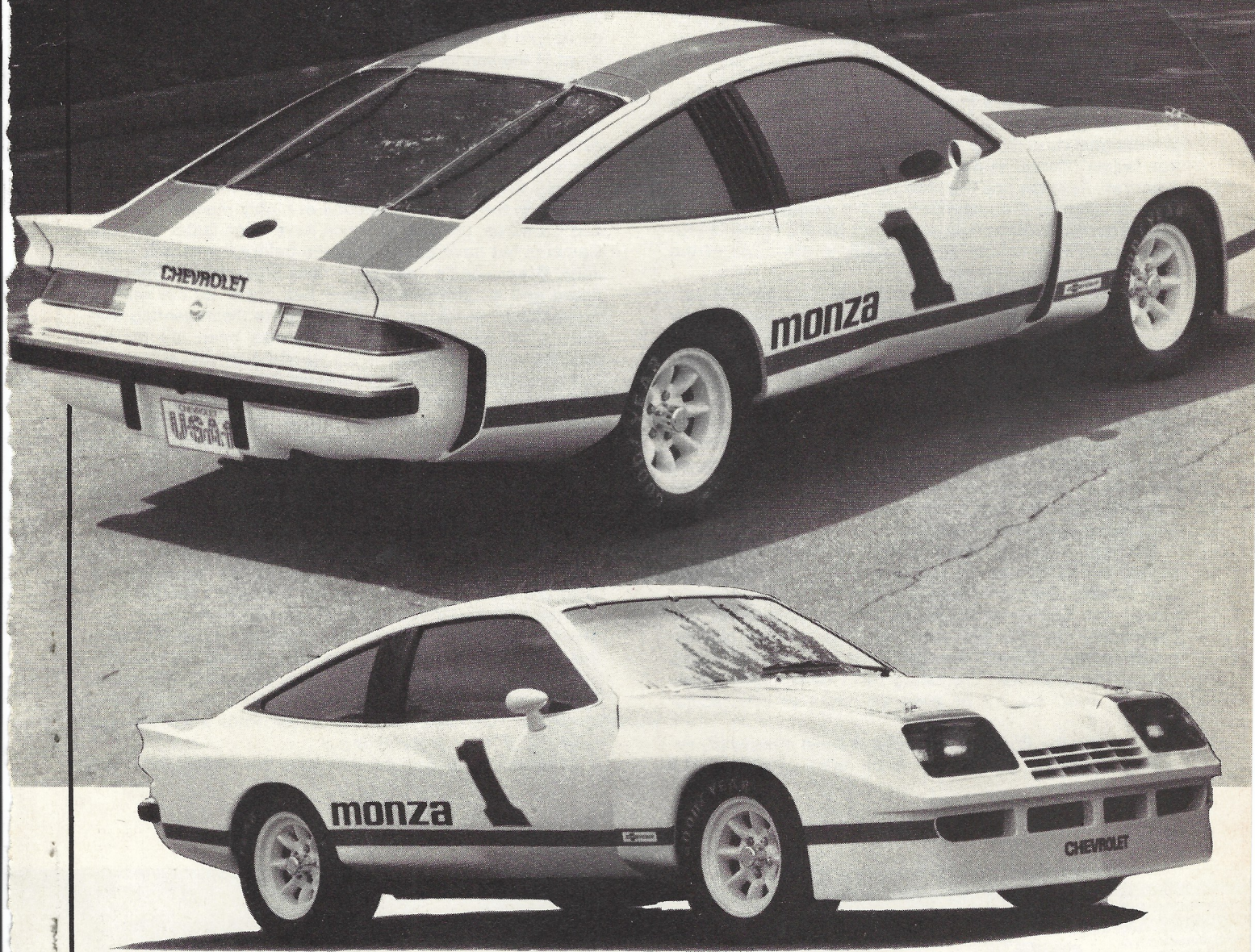
Rules Changes
& The Future

**STREET
RODS**

The Current Crop



CHEVY MONZA



ALL AMERICAN GT

Chevy's not officially back in racing, but they had to really widen the back door to get this one out

BY GARY WITZENBURG

THE SLEEK CREATION pictured here is Chevrolet's answer to the road racing Porsche Carrera. It's called the Monza All American GT, and the subtle "Chevrolet" on the air dam, the "Chevrolet Power" bow-tie insignia just aft of the front wheelwell, the bold "Monza" on the flared flank and the characteristic slanted number "1" on the door tell you that General Motors' big-

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CHEVY MONZA

ALL AMERICAN GT

gest division has had more than just a casual interest in the birth of the little beauty.

The story goes like this: Although GM *officially* hasn't cared much for racing ever since the '50s, Chevrolet Division has always understood the sales benefits of racing victories and has worked hard to provide the necessary, "heavy-duty" pieces for its serious racers. While avoiding the active "factory" involvement enjoyed now and then by the top Ford, Dodge, Plymouth and American Motors teams, Chevy's undercover development work and back-door parts programs have helped to keep its "private" teams competitive.

While Chevrolet's in fine competitive shape on the drag strips and the stock car ovals, it's been hurting recently in professional road racing. The once-dominant American big iron teams (Corvettes and Camaros, as well as Mustangs, Panteras, Javelins and the like) can still blow the doors off their smaller-bore competition on the straightaways, but have become increasingly frustrated by the lighter European machinery driving around them in the turns of the twisty road racing courses.

Since its inception in 1966, the Sports Car Club of America Trans-American Series has been won successively by Mustang, Camaro and Javelin (depending on who had the factory money) until sports cars were introduced last year.

Meanwhile, a second series of pro "GT" road racing sprang up in 1971 under the auspices of the newly-formed International Motorsports Association (IMSA). Ruled by the crafty John Bishop, a former SCCA Executive Director, and sponsored by Camel Cigarettes, the Camel GT Series has built an extremely enthusiastic and loyal following on the concept of the rivalry between Detroit iron and the sophisticated European machines.

But that basically sound idea has backfired on Mr. Bishop this season as the super-swift, light, maneuverable and *durable* German Porsche Carreras have practically turned the Camel series into a one-marque show. The competition is still first-rate, with dozens of closely-matched racers literally contesting every corner—drafting, outbraking and often crunching each other continuously for two, four, six, 12 or even 24 hours of spectacular racing.

But while the Porsche freaks have been overjoyed, everyone else has gotten just a bit tired of seeing one

Porsche parade after another—not to mention the frustrated drivers and teams still trying to compete with domestic machinery.

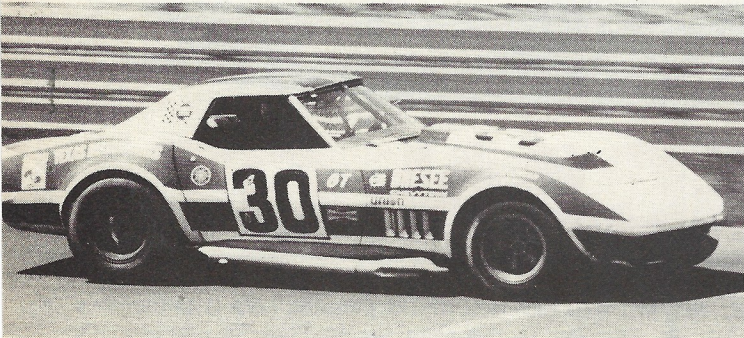
This is not to say that there aren't any competitive non-Porsches. A team of exotic BMW 3.0 CSLs (last year's European "Touring Car" Champions) headed by New Englander John Buffum has managed to run with the leaders and has even fielded such drivers as Brett Lunger and perennial lead-foot George Follmer. But the team has experienced a multitude of problems which so far have kept it out of the winner's circle. Then there was a lovely Canadian Alfa Romeo Montreal, which was supposed to eat Carreras for breakfast. But that effort quickly fizzled in the usually capable hands of the Bobcor Racing Alfa team. And Bob Sharp's hot 260-Z Datsun has run with the leaders and has scored one second place finish.

From the American camps has come formidable competition in the form of a handful of highly-modified 'Vettes and Camaros, the best of which have been faster than the Carreras but have usually faltered before the race is over. John Greenwood's red, white and blue striped, macho-flared and winged plastic racer has got to be the world's fastest and sexiest road racing Corvette (representing well over a six-figure investment) and has been the fastest qualifier almost every time it's turned a wheel. Almost as fast as Greenwood's 'Vette, Warren Agor's super-trick Orange Camaro has led the pony car contingent. Serious challenges have also come from Corvette ace Jerry Thompson and Camaro pilots Gene Harrington, Carl Shafer, Paul and Kemper Miller and Canadian Mo Carter.

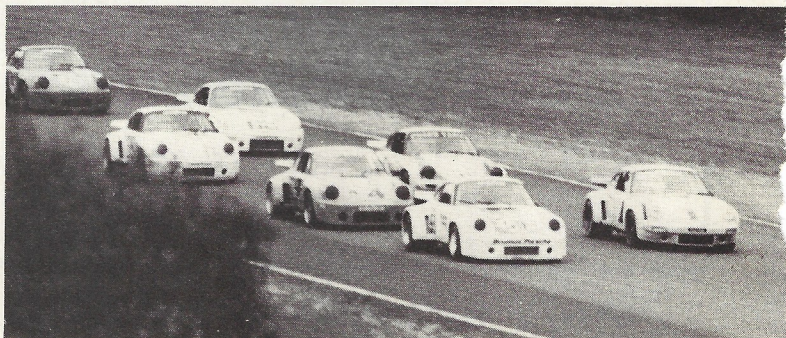
But the Carreras are series-produced \$30,000 race cars, of which only a comparative few are modified for street use. The American racers are mass-produced passenger cars and each individually-built machine is essentially a one-off prototype. The fastest ones rarely finish a race, and the slower, more reliable ones can't hope to win.

True, the big V-8 cars have the edge in power, but they're also much heavier and thirstier. Heavier means they can't brake or corner as well, a very serious disadvantage in road racing—plus they eat racing tires much faster than the lighter machines. Thirstier means they have to stop for fuel more often, which becomes a tremendous handicap in the longer events.

Greenwood has won only one race this season (with Milt



The once-dominant Detroit iron like the 'Vette shown here still makes miles-per-hour on the straightaways, but once it ducks into a corner, the Porsches drive around.



The popular IMSA GT class will make a fine home for the Monza GT. That is, if they have what it takes to get by all those winning Porsche combinations. Time will tell.

Minter driving) and Agor managed a very close second in the only event he has finished. Thompson's Corvette has finished all four races it's entered—a creditable achievement—but its best so far has been a sixth place. The rest of the Detroit spear-carriers have fared even worse—including the fastest Ford man around, Warren Tope, who has tried with both a Pantera and a brand new trick Mustang but with no success.

Serious factory participation seems to be the best hope to beat the Carreras, and there's a chance we might see some Detroit involvement in '75—maybe even from Chevrolet. Needless to say, the most conservative auto execs can take only so much of their products being made to look foolish.

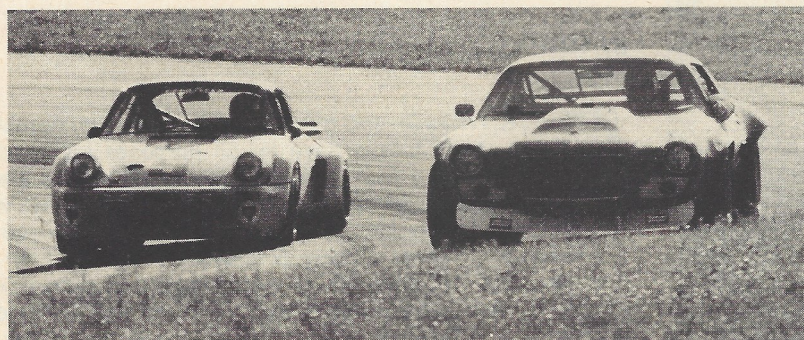
But there has also been a dual effort from IMSA to even up the competition in '75. As in NASCAR stock car competition, the surest and quickest way to combat one-marque domination is to change the preparation rules. So tire and wheel widths will be limited with the larger-engined cars allowed more rubber. The smaller-engined cars will also have to use smaller fuel tanks. Those changes should help to equalize the cornering abilities and pit-stop frequencies to some extent.

Secondly, a brand new and exciting class of race cars has been created—which is where the Monza comes in. Called "All American GT," the class will feature fuel-injected, small-block V8-powered U.S. subcompacts (Vegas, Pintos, Gremlins, Mustang IIs and Monzas) prepared under a very liberal set of rules.

These cars will be hand-built from their alloy tube frame/roll-cages out. Like NASCAR stockers, they'll resemble their street counterparts in appearance only, with nothing short of balls-out race cars underneath. With lightweight, professionally-designed and built chassis and 500-plus honest horsepower, they should go like scalded cats on the straights and brake and turn with the best of the imports.

Chevrolet has been first to show a serious interest in the new IMSA class, but you can bet there's some R&D going on at Ford and maybe AMC as well. This is just the inspired move that was needed to draw the factories back into road racing, since the promotional possibilities in the very competitive small-car marketplace are staggering. The old ad-

(Continued on page 81)



Want to know how those Porsches drive by the other machinery? Lithely and down low on the inside, that's how. Here is the Carrera of Michael Keyser (inside wheel up) ducking by Mo Carter's Camaro at Watkins Glen. Practice for the Monza GTs.

Retire tomorrow.

MONZA GT

(Continued from page 31)

age is still as true as ever: "The car that wins on Sunday sells on Monday."

The Chevy All American GT Monza—flares, spoilers and all—was shown to the automotive press at the regular new-car preview last August and has drawn a fantastic amount of attention ever since. Writers, racers, promoters and even prospective sponsors have been caught up in the excitement, and some of the best race-car builders in this country (and others) have already inquired about constructing Monza racers. By now, several of the potential Porsche-eaters will be under construction and the first is scheduled to debut at the Daytona Camel GT event December 1.

Can you buy a street Monza that looks like that? No, but you can *build* one—probably for under \$1000 if you do the work yourself. The fiberglass body parts will be available through Chevrolet dealers and the rest is up to you.

VEGA VS VOLKS

(Continued from page 66)

Tubes in the stock VW axle housings are a bit on the thin side, and not made for heavy going. They were simply cut off from the end housing and from the thrust ball. The housing was then bored out to accept a 3/16 thick inch wall chrome moly tubing. A small shoulder fits the stock VW ball on the new tubing and everything is welded back in place. Add to this a pair of Crown VW axle shafts, and you have a tough axle assembly. As you can well expect, the ends of the VW torsion bar are kept from coming off their mounts by a pair of retainer straps. Then there are some neat steel limiters on the rear suspension won't extend when the car clears jumps. Those same jumps are also behind all the extra crossmembers on the engine and transmission side of the chassis. One main reason I retain the Vega mounts is the cradle, so that the engine goes through. Add to this a Hi-Jumper frame which bolts to the main frame horn. A two-piece frame loops around the rear and tightens down on this side to form the girdle that supports the suspension. Add to this now a Hi-Jumper compartment, a pair of steel tubing ties to the Hi-Jumper frame. The VW were re-invented on the inch Porsche Alfin

My name is Mike Warren, and I'm happy to say I don't worry about bills anymore. Oh, I used to grind and sweat and swear, too, when the first of the month rolled around . . . let this go another month, pay a little on that. Payday was "exchange day." In fact, I was so busy working for everybody else that I never had time to work for myself.

For most of us life is a day-to-day struggle . . . a losing effort to get ahead of car payments, mortgage payments, insurance payments . . . payments for groceries, gas, dry cleaning, tuition, clothing. Payments, payments, payments . . . it goes on and on. Where does it end? Like the Red Queen in *Alice In Wonderland*, the faster we go, the behinder we get!

But, as I say, all that is behind me now. These days I spend my time as I like . . . because *I've found the secret of success. What secret, you say? Don't laugh, now . . . I make my money betting on the horses!*

I can hear you laughing anyway. Well, go ahead, have a chuckle on me. I don't mind . . . I have my money to console me. More money than I ever saw before. Money to buy what I need . . . and fulfill my family's needs. Money to go where I want. Money to do what I like. And—believe it or not—all my money comes from one place: the Thoroughbred race track.

Yes, friend, I can beat the races. I can go to any race track and pick up what I need—a hundred or a thousand—whenever I need it. Of course, I don't go every day . . . I don't press. Why take advantage of a good thing? Some days I'd rather work on my sports car, or play tennis, or take my kids to the zoo, or just loaf around the pool. But I could go to the race track every day if I wanted to . . . and, I suspect, win day after day after day. Not bad for a kid with a high school education, eh? This has been going on for over three years now—every since I quit my old job to start living my life the way I want to.

The other day I paid a visit to my local race track to pick up some spare change. I guess I really saw, for the first time, the looks of anguish and despair on the faces of many in the crowd . . . tearing up losing tickets, cursing their luck, getting ready to go back to jobs they hate. It occurred to me that I might be able to help some of those people . . . as well as many who have never been to the races in their lives and don't know the first thing about horses. Besides, I figure I don't even have to go to the race track anymore. All I have to do is put my secrets on paper and sell them for a profit. I reason that people would have to be crazy not to part with a few dollars if I could show them the road to retirement tomorrow . . . with enough money to do what they want. A vacation, new clothes, a car . . . or just do what I do—spend more time with the family and watch the kids grow.

So here goes. I'm going to let you in on the secret of my success: four little "systems" that work at any Thoroughbred flat track in America, under all types

of weather conditions, year 'round. You can play one race a day or several . . . win, place, or show . . . bet a little or bet a lot. These four ingenious systems should provide you with whatever income you desire and are suited to either conservative or maximum style of play.

I call my four little systems 4 For A Fortune—and I've wrapped them up in an easy-to-read book you can finish in just one evening at home. *4 For A Fortune* tells you everything you need to know to start cashing big at the track. You'll quickly find out why most people beat themselves at the races . . . and why a select few, who use their wits and patience, walk away with the fat money.

Keep in mind that you don't have to know a thing about horse racing in order to reap the rich rewards of these four systems. All you must do is follow some simple rules (strictly!) that will select the eventual winner in most races . . . and put more money in your pockets than you ever dreamed of!

But don't take my word for it. See for yourself. I'll be happy to send you your own copy of *4 For A Fortune*. Just clip and mail the coupon below and enclose \$10. Read *4 For A Fortune* at your leisure . . . then give these four little systems a try. If you aren't well on your way to retirement in just 30 days, let me know . . . I'll return your \$10 immediately, no questions asked.

So if you've ever said to yourself, " . . . tomorrow . . . next week . . . next year . . . as soon as we get caught up . . .," stop dreaming and act now. Why let another day slip by when you could be living the way you'd like to—the way I do.

You can't afford to wait. Do it today.

Sworn statement by Frank Rosenfeld, nationally noted racetrack authority and better known as "Mr. Diz" (for whom, incidentally, the stakes winning horse is named):

"I have examined this advertisement. On the basis of my personal acquaintance with Mike Warren, whom I have known many years, I certify that every statement made in this advertisement is true. I recommend *4 For A Fortune* to one and all without hesitation."



Mr. Diz
Frank Rosenfeld

To: The Baltimore Bulletin
380 Madison Ave., Dept. L-CA17
New York, N.Y. 10017

Dear Mike:

YES, I want a lot of money! You're right . . . I can't afford to wait any longer. My ten dollars is enclosed . . . please send me *4 For A Fortune*—and hurry! I understand that I must be successful as you have described within 30 days or I risk nothing.

Name _____
Address _____
City _____ State _____ Zip _____

CLIP & MAIL TODAY