



An aerial view of America's newest and highest (elevation 6,500 ft.) Driving Course, The Continental Divide Raceways.

COLORADO CORVETTE CLUB

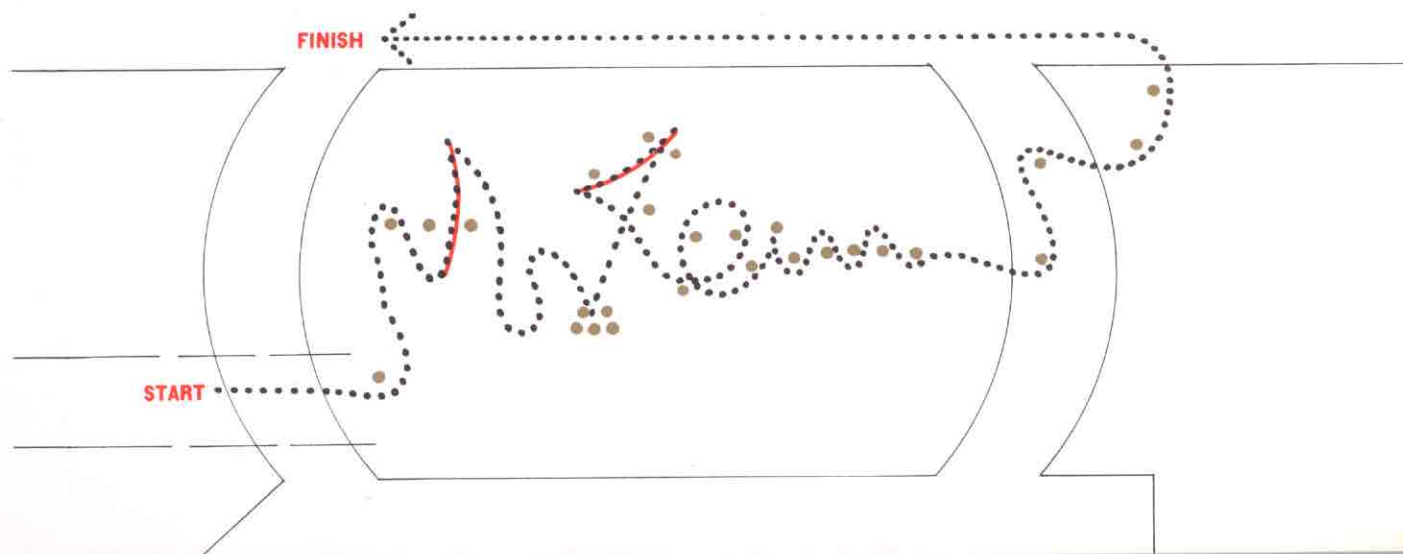
Most gymkhanas are difficult affairs to arrange. They usually must be held in the vacant parking lots of shopping centers, schools or municipal buildings on non-business Sunday afternoons. After all, ready-made courses are not just for the asking. Not unless you happen to live in Denver, Colorado, and belong to the local Corvette Club, that is. For this fortunate club, the thrill of staging such an event took place on America's newest course, the Continental Divide Raceways, last May 15.

This is the only course of its type between the Mississippi River and the West Coast. It is located in the foothills of the Rocky Mountains, some 31 miles south

of Denver. The track consists of 10 major turns, as well as straight stretches, tricky chicanes, tight esses and up-and-down grades. It presents a rigorous challenge to drivers and closely simulates actual road conditions.

Once arrangements had been made with the Raceways' owner, Sid Lansom, Club President Lloyd Bryant and Event Chairman Lou Lilly went to work preparing a gymkhana course to live up to the fine facilities of the Raceways. It was Lou Lilly, incidentally, who piloted the Camoradi Corvette to a tenth place finish at the recent Le Mans race. Appropriately enough, it was decided that a Le Mans start would begin the gymkhana. Gold pylons

Gymkhana Course layout in Raceways pit area; gold markers indicate pylon guides while red lines designate sections to be traveled in reverse.





A learned lean on the serpentine

DOES THE CONTINENTAL

(check the map) designated the Serpentine Run. A 2.8-mile regularity run at an average of 40 m.p.h. was to follow. After garaging for the third time, entrants were required to brake, stick a straight pin into an anchored balloon and drive on. (Interestingly enough, this seemingly simple stunt snafued several teams.)

Beautiful awards, donated by Luby Chevrolet, were given in two classes: cars under 3,000 C.C. displacement and cars over 3,000 C.C. displacement. In the under 3,000 event, Virgil Denzer and John Rodgers were the first place trophy winners. They piloted an Austin-Healey. In the over 3,000 class—all were Corvettes—

Joe Gregorich and Jerry Reiter were the narrow winners with an overall time of 234.9 seconds for the course run.

The gymkhana was another highpoint in the history of this Corvette Club. In the several years of its existence the club has had many events, trying to hold at least one event each month.

The club also encourages its members to take part in civic activities. Last year, for example, the Corvette Club entered the parade that precedes Leadville, Colorado's annual burro race over the Continental Divide. Club membership is not restricted to the Denver area, members often coming from 200 miles away.

Pylon piloting is tricky business



A regularity run followed



Rewards of rallying, well done

