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- J A G B E N Z -

is back again
with his

CORVETTE CONFIDENTIAL NO. 4

As my first item for today, I wish to advise, with much sorrow and dismay, that this whimsical, winsome periodical is about to disappear. This is due mainly to the fact that Jagbenz will be leading quite a diversified life next year, and in all probability will not have sufficient time to devote to this folly. Also, Busby Fastwego, our ace test driver, has given up racing and has gone into revueing new cars. His comments on some will appear later in this sheet.

CORVANNAS: Did you all enjoy our moonlight rally? Next event will start at midnight, with all entrants wearing white cloths and having cars equipped with flares mounted fore and aft. Coal miners may wear light-caps if they pay an extra four-bits entry. After all, its not the money that counts, its the cash.

ELECTIONS: As you know, Dec 17th will be the date for the nomination and elections of our new officers. Be sure to vote for the man who promises the most free booze. Don't let anyone snow you with this 'vote for the best man bit.' As a sermous note, I understand a few of our present officers are not intending upon running for office next year. This leaves the door open for who???? What's with this movement to revamp the NCCA? What's wrong with it ow??

1958 CORVETTE: For those of you who haven't received the 'scoop' on the new bomb.....allow me. Chrome,..more chrome,..and, in some other places,....chromnium!! They also took the fake vents off the top of the fenders and put them on the sides; in the air foil. Weight (dry) is the same: 2800 lbs. Car is 7" longer overall. Completely redesigned dash w/ panic bar for passenger. Simulated louvred hood. Enclosed tail lights. etc. etc. I understand Greenblat and Altman have all-out injectors on order in preparation for next year. Also, Zeigler and Zeh have ordered, or are about to. Looks like Race 6 next year will have some good competition.

JAGUAR: For those of you who may not have heard of the new Jaguar due for release any day now, let me brief you: The XK-160 ROADSTER(lightweight) is here. Choice of four, count them....4, engines. The top engine being a fuel injection 290 h.p. job produced from the same 216 cu.in engine w/ dual over-head cams. I understand this thing idles at about 1400, and is too hot to drive in the street. Production??? YES!! - Like we said:"Watch race 6." Also, watch the "Weekend Warrior" next year! Quiet, Mr. P.

NOW!!! Busby (I like that name) will revue the 1958 cars:

EDSEL: Reminds me of Elsa Maxwell in a party dress (coming-out party)

FORD: Lit up like a lush on Saturday night. Don't drive behind one at night. As soon as he hits the brakes, you'll be blind.

Mercury: Still looks like a refugee from Canco.

LINCOLN: Land-barge..could have used these in Korea...only 20½ ft. long. You no longer drive this car...just park it....its easier to drive the block around the car.

THUNDERBIRD: looks like a bad dream....rides like a honeybucket cart.... reminds me of Sputnik...sput..sput..sput.....Wait until you see the four-seater.....looks like something that was yelled for, and didn't have the strength to come.

HEVEROLET: nice, especially Impala, but a waste of Corvette emblems..

BUICK: junkyard for the industry's excess chrome....rediculous, resembles the old ferry boats....preforms similarly.(s)

OLDS: no comment on the greatest piece of salesmanship ever made. gives 0 for \$

