

SPECIAL CORVETTE ISSUE!

HI-PERFORMANCE

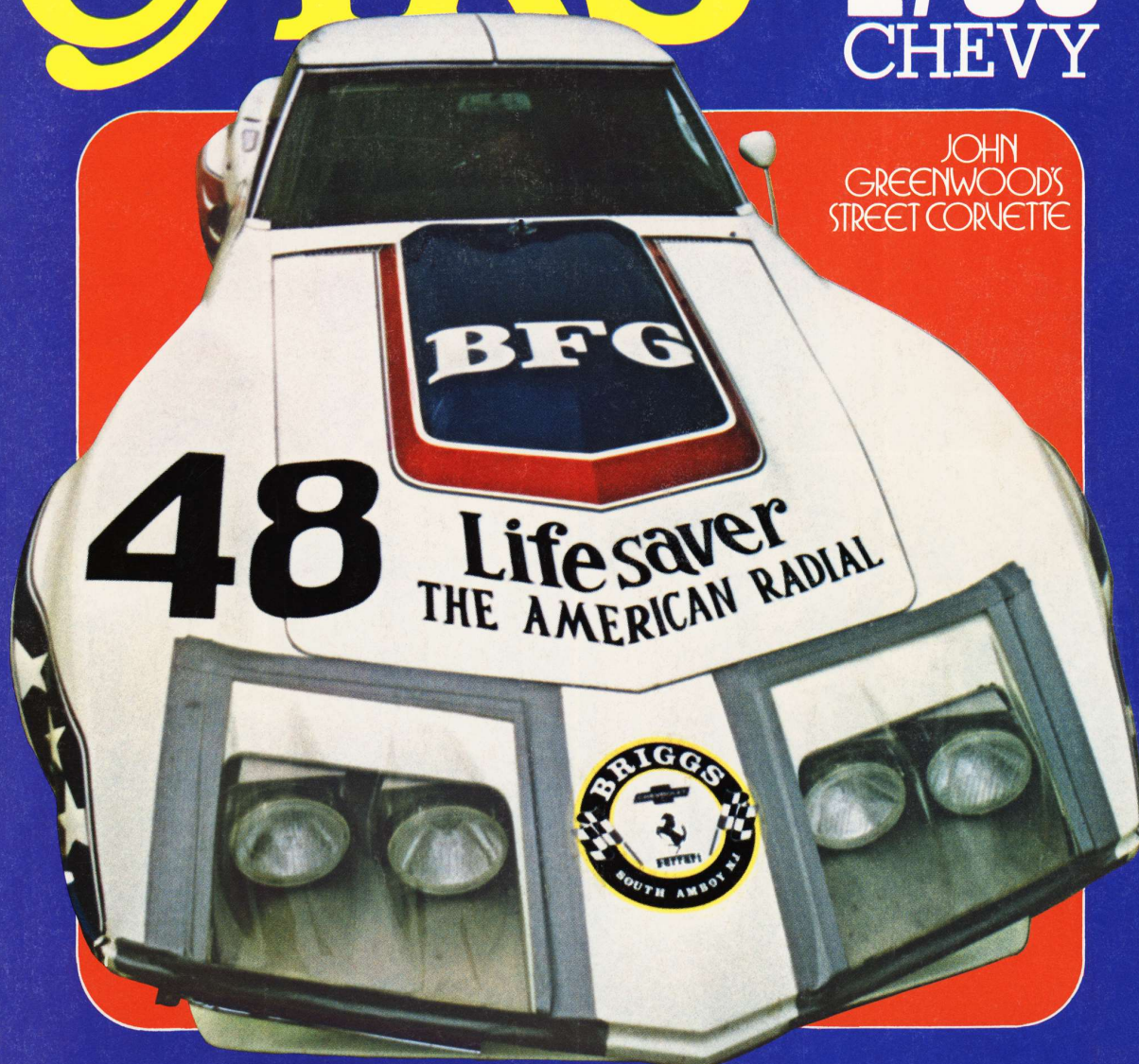
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CARS



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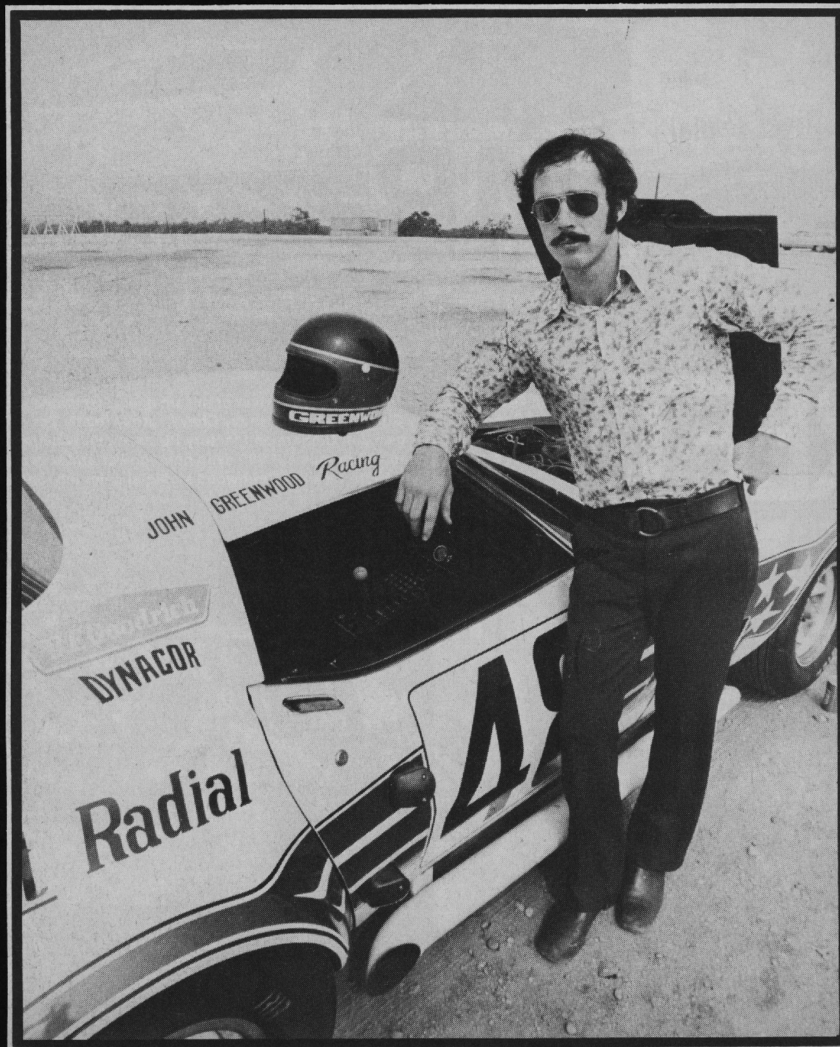


JOHN
GREENWOOD'S
STREET CORVETTE

HOPPING THE '72-'73s *L-88 HOT SETUP
PERFORMANCE OVERDRIVE KIT *VW BUG-IN

THE STREET IS NEAT

That's why I use a \$30,000, LeMans ZL-1 Corvette for daily transportation, says road racer John Greenwood!



BY MARTYN L. SCHORR

JOHN GREENWOOD is a young, extremely hip racer who wears flowered shirts, has hair and sideburns at a length respected by the *now generation* and who just happens to build the finest road racing Corvettes in the world. In 1970 he hung one on the legendary Owens-Corning Corvette Team, winning the SCCA American Road Race of Champions and establishing the Greenwood name in elite road racing circles. At that time the Owens-Corning Corvettes were considered the ultimate. John Greenwood changed all that. From there he went on to bigger and better things. He now fields a complete team of professional Corvettes plus other exotic machinery and owns and operates two complete race car building facilities in Troy, Michigan. One is devoted to engine building and dyno testing and the other to chassis and suspension preparation.

In the vernacular of the racer, John Greenwood is *bucks up*. Everything he does is done first class, whether it be the building of a street machine for himself or a team of six Corvettes to field in SCCA and IMSA competition. His street machine is a prime example of what we're talking about. He likes to drive fast cars on or off the race track and his latest rig has got to be the wildest the street scene has ever hosted. It's an exact dupe of one of his B.F. Goodrich and Briggs Chevrolet-sponsored road racers and has al-

ready seen racing action at Watkins Glen. He had trouble at the Glen with one of his racers and at the last minute substituted his street machine. All it took was a gear change and some tuning and his boss wrench had his street machine ready for the track. There may be quicker and more outrageous looking custom Corvettes on the street, but there isn't one that can handle, stop and run as fast as Greenwood's "fabulous fake".

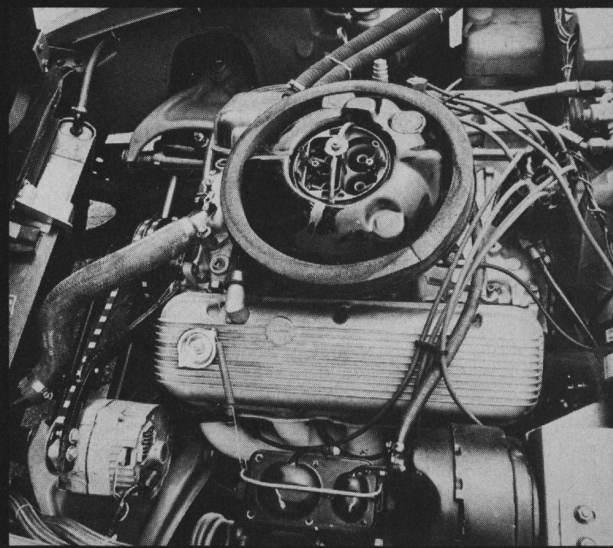
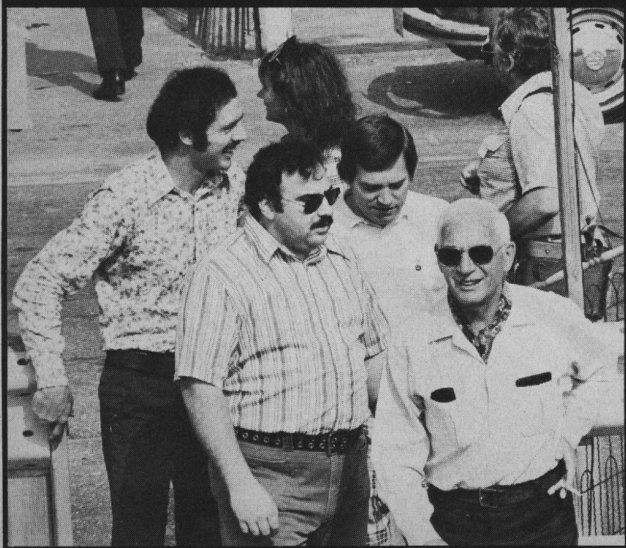
While Greenwood doesn't actually race on the street (anymore) it's interesting to note that the street served as his training grounds. He started his racing career as a *street rat* on Woodward Avenue in Michigan. In those days he wheeled a stroked 409-powered Impala complete with Z-11 heads and other goodies. He later graduated to a Corvette. He built some pretty mean machinery then and he still does, only now he does it out of a couple of modern buildings and not a backyard garage.

His current street rig is a dupe of his hardtop race car right down to the patriotic paint job. It features everything allowed on a race car and is for all purposes a legal F.I.A. racing machine. Like all his other racing cars the chassis is a jig-built affair and the suspension is road-race-ready. There are no shims to be found anywhere on the car. It's suspension and running gear sports Heim ball bearing joints; steel bushings; trick steering and trac-



STREET

John Greenwood, owner, builder and driver of this uniquely streetable race car brings up the rear (along with Judy Stropus) of this "Heavy Chevy" group led by Zora-Arkus Duntov. Other notables are our own Joe Oldham and factory PR exec Jim Williams. Immaculately-detailed single-squad 427 pumps out 600 dyno horsepower and is extremely tractable on the street. Vette carries Greenwood's official paint job, and number.



tion bars; Koni shocks; racing discs; a 31.8 gallon Rasafe fuel cell; roll cage; side marker and running lights and full instrumentation. Weighing in at 3027 pounds, it rides on B.F. Goodrich radials (L series at the rear and H series up front) and is fitted with legal fiberglass body parts. All fiberglass parts such as the fender flares are of his own manufacture. One obvious fact here is that the flares are actually too big for the street tires which Greenwood runs on the street and the race track. However, this is the legal fender flare and must be run whether it's needed or not!

In competition, Greenwood runs a wide variety of big-block Chevrolet engines, ranging in displacement from 427 to almost 500 inches. He uses the latest in legal homologated parts which as of this date includes only the aluminum ZL-1 engines with the sleeves. The sleeveless engines are not legal, yet. The engine in his street car is a 600 dyno horsepower ZL-1 (aluminum heads & block) displacing 427 inches and fitted with a single Holley 850-cfm double-pumper mounted on a factory high-rise aluminum manifold. The engine is blueprinted and fitted with a 10-quart wet sump lube system. The pistons check out at 12.5-to-one. The ignition system is stock Corvette with tach drive and a pair of special Delco transistor amplifiers mounted inside the car on the dash. They're mounted away from the motor to prevent underhood tempera-

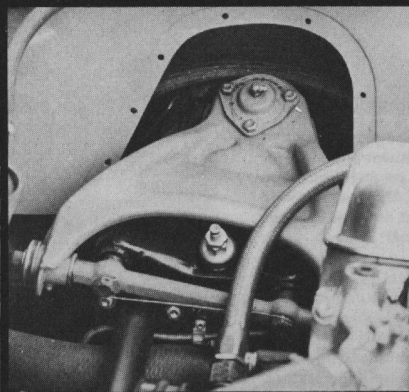
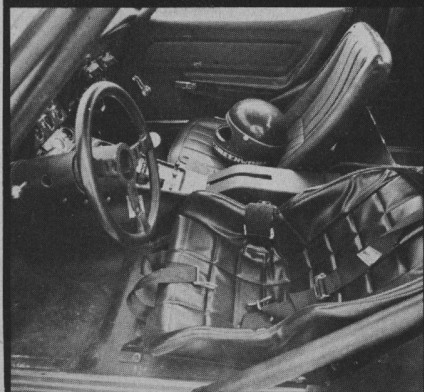
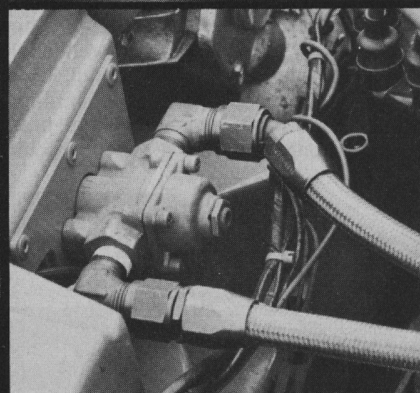
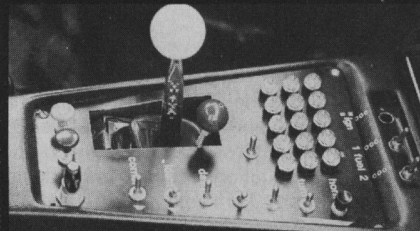
tures from taking their toll. The engine bolts up to a Hurst-controlled, Muncie M-22 box. Greenwood runs a wide variety of rear end ratios, the choice of which depends upon the length of the straights and other track specifications. He usually runs 3.70 or mid-four-series gearing but can easily go into the fives for short hauls.

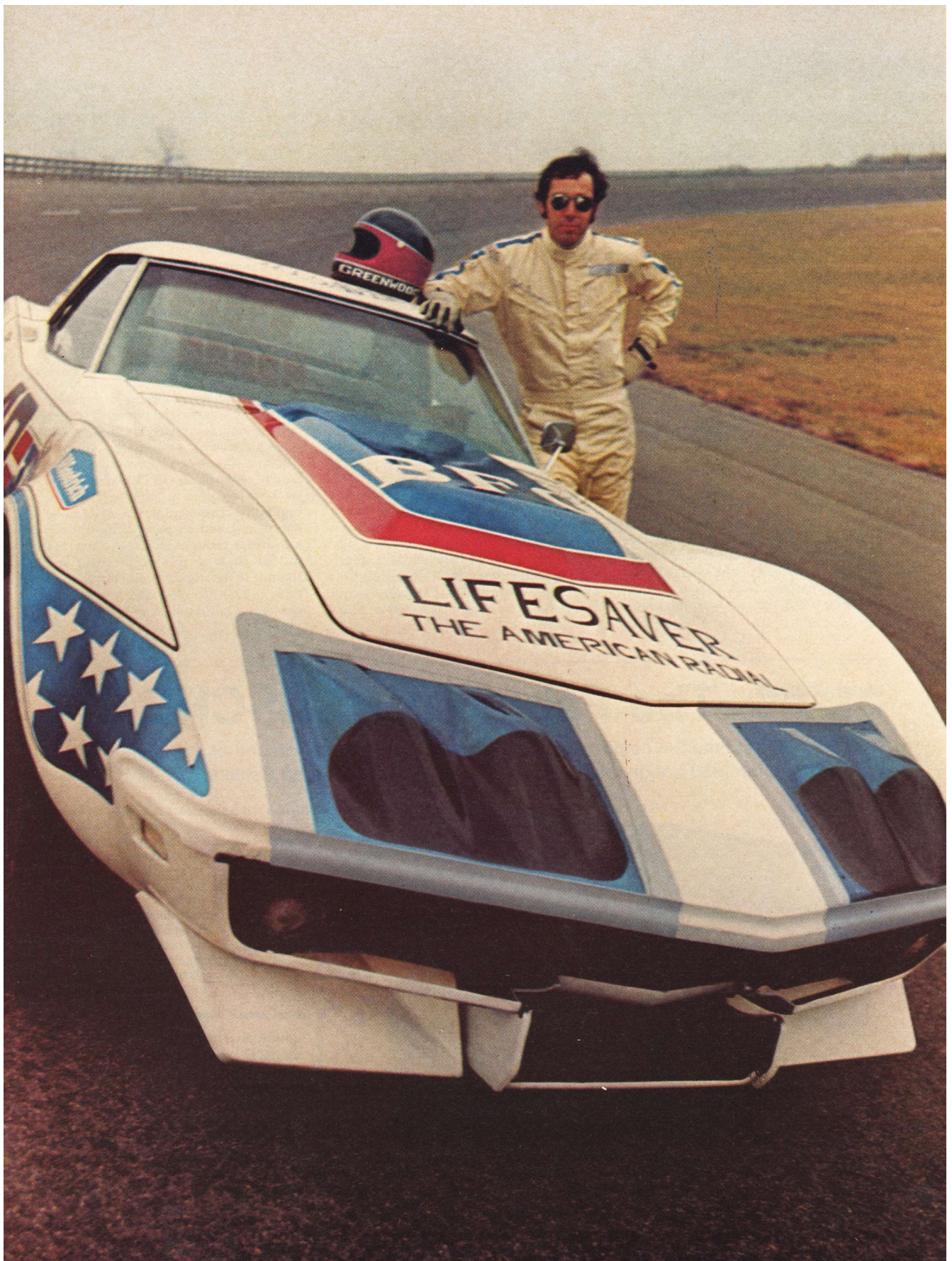
Since Greenwood has the manufacturing facilities, more and more parts used on his race cars are being duped by him for sale to other enthusiasts and racers. The side exhausts on his street machine have removable baffle-style mufflers and can be used for track and traffic driving. Greenwood was buying commercially-made units but found that he could extract more horsepower by fabricating his own with trick tuned length pipes. A full line of Corvette racing products including jig-prepared chassis will be available before long.

Greenwood's latest street machine is the fastest he's ever owned, but he does very little street running with it. At this stage in the game he can't afford to have run-ins with the man and the car is so obvious that he's watched wherever he goes. If you ever happen to pull up to a light next to his Corvette, don't try to run him. That stars and stripes Corvette represents a \$30,000 investment and that neat guy behind the wheel is a championship shoe. 'Nuff said?



Headlight fairings aren't legal in all states but they sure look neat. Interior sports one race seat and one street seat and full safety equipment. Hurst shifter is surrounded by switches and warning lights. All lines are of braided steel aircraft material and the suspension is an exact dupe of one used in race cars. Even the chassis is a jig-built affair. Wheels are super-expensive, super-light Minilite mags.





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