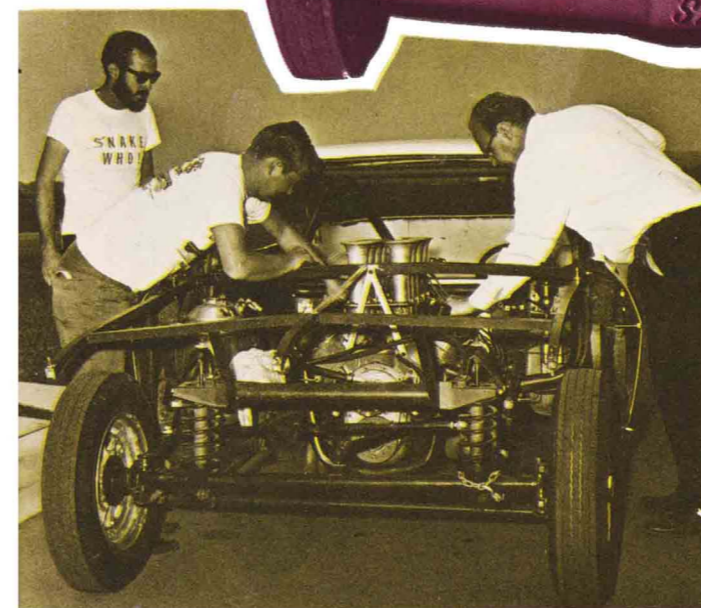


SEATON'S SHAKER

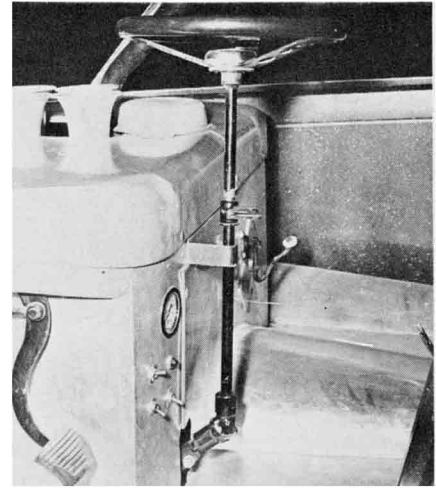


ABOVE — Smooth, aerodynamic front end of the '67 Corvair is conducive to high trap speeds. Slogan, "We Love Our Corvair," was inspired by auto critic Ralph Nader's remarks about overall Corvair design. LEFT—Driver, Del Heinelt, right, and mechanic John Ylitalo work on injected "semi-hemi" mill while Tom "Snake" Jones supervises. Entire fiberglass front end lifts off for easy access to fuel-guzzlin' engine. Note light, square-tube framework that extends from cowl to support glass front end. Straight tube front axle gets the job done with coil springs wrapped around Cure Ride shocks. Husky tube cage roll bar is also basis for chassis.

ABOVE—The man behind the scenes . . . Pete Seaton! Pete owns all his own cars but employs a crew to drive and maintain them. RIGHT—Latest creation is in the usual Seaton tradition. Clean, attractive, and FAST!! Swift Corvair weighs in at a meager 2160 pounds, cranked a wicked 8.99-155.74 on its first trip down the quarter. Despite light weight, new car handles like a dream according to driver Del Heinelt.

Pete Seaton, the Detroit "Whiz Kid" with the Chevy creations, has come up with an all-new "Shaker" in mid-season. Replacing his popular Chevelle is an ultra-light funny Corvair that cranked in the eights its first time!

SEATON'S SHAKER



TOP OF PAGE—Two 16-ft. dual Cross Form chutes by Simpson handle the stopping chores. ABOVE LEFT AND RIGHT—Super sanitary interior features all-aluminum floorboard and engine cover by Proto Products in Troy, Michigan. Pontiac shifter actuates modified Turbo Hydro. Note how steering wheel swings up for easy access to driver's seat. Special body and paint work was performed by Dave Stuckey in Kansas City. Engine is a 427 Chevy equipped with Hilborn injectors and a Crane cam and roller lifters. According to Pete, the remainder of the engine is stock Chevy. Doug's Headers handle the exhaust problems and a Mallory Super Mag delivers the spark to the plugs.



LEFT—Rear is a late-model Pontiac narrowed 18-inches and carrying a 3.90 ratio gear. BELOW—Suspension is by Watts linkage trailing arms and coil springs with Air Lifts. Shocks are Cure Ride and the rear brakes are '66 Pontiac metallics. Note adjustable feature for rear spring. Jay Howell Automotive designed and built the frame and suspension. BELOW—Both '66 Corvair and Chevelle are carried on same rig. BOTTOM—Front suspension details, left, and trunk, are shown.

