

TOTAL PERFORMANCE CAR

CHEVROLET CORVETTE GR 4/5 - 1969



Brand:	<ul style="list-style-type: none">Chevrolet
Model:	<ul style="list-style-type: none">Corvette
Type :	<ul style="list-style-type: none">ATCO
Year:	<ul style="list-style-type: none">1969
Body:	<ul style="list-style-type: none">T-top
Gearbox :	<ul style="list-style-type: none">4 speed
Cubic capacity:	<ul style="list-style-type: none">6 998 cm3 / 427 ci
Chassis :	<ul style="list-style-type: none">194379S704756
Exterior color :	<ul style="list-style-type: none">White
Interior color :	<ul style="list-style-type: none">Black
Driving side:	<ul style="list-style-type: none">Left
Documentation :	<ul style="list-style-type: none">France

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Presentation

The example we present was driven by Belgian private driver Chris Tuerlinx, a General Motors dealer. He took part in the 1,000 kilometers of Monza in 1971 and the 1,000 kilometers of Spa the following month. During the '72 season, the Belgian driver drove again at Spa, but failed to finish the race due to a mechanical issue. Tuerlinx took part in almost thirty official competitions. The Corvette was then sold to Dutch driver Hans Deen, who modified the car to take it from Group 4 to Group 5. The Corvette made a strong comeback in 1975 in the Dutch national championship, held exclusively at Zandvoort. It sports the colors of its main sponsor, ATCO. Our Corvette was then acquired by a fellow Dutchman, Bas Van Vliet, who entered it in two races in the Benelux Championship. In 1978, this mythical Corvette retired after a career of almost 10 years in official competitions. After several other purchases, this Corvette is now ready to race in Peter Auto's CER 1 class or in the pre-71 Historic Endurance class, and most certainly to win the scratch race.

Competition debut

The example we're presenting here began its career in the hands of Belgian private driver Chris Tuerlinx, a General Motors dealer at the time. Time enough to prepare his Corvette for competition, he entered it in the 1,000 kilometers of Monza in 1971 with the Trans-Europe Gulf Racing Team and finished 15th, before racing in the 1,000 kilometers of Spa the following month. In the '72 season, the Belgian driver again entered his car in Spa with the Euroil Racing Team, but failed to finish the race due to a mechanical issue. A seasoned driver, Tuerlinx made almost thirty racing starts. He finished the '72 season at the wheel of his Opel Commodore in the Spa 24 Hours, but was unfortunately killed in a traffic accident in 1973. The Corvette was then sold to Hans Deen, a Dutch driver who, with his gargantuan 7.5-liter V8 engine, took the Corvette from Group 4 to Group 5.

The return on the race tracks

The spectacular Corvette made its return to the racetrack in 1975 in the Nederlands Toerwagen Kampioenschap (Dutch national championship), with all rounds held at the Zandvoort circuit. At the time, it wore the colors of its main sponsor, ATCO (Atlantic Paper Company). It took just one season to appreciate the Corvette's beastly behavior, as Hans Deen finished the 1976 season in first place at its wheel, and was featured on the cover of the official program on several occasions. The following season was not as successful, and 1978 marked the end of the Dutch driver's career. Our Corvette then became the property of a compatriot, a certain Bas Van Vliet, who entered it in two rounds of the Benelux Championship. The year 1978 marked the first retirement of this model, whose career in official competition lasted almost 10 years.

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The second life of the ATCO Corvette

During the 1980s, the former Zandvoort icon was handed over to a collector, and arrived on French soil in 1996 in a new private collection. In 2003, it was acquired by the renowned tuner Yvan Mahé (Equipe Europe), and required restoration before returning to the track. It was finally another owner who undertook the restoration work the following year, when he bought the car in 2007. In 2010, almost 30 years after its last official competition, the Corvette returned to the track in the highly competitive CER (Classic Endurance Racing) historic championship at Le Castellet, alongside its old rivals. We'll see it race again at Paul Ricard in 2011, again in CER, before being overhauled once more by the Still Racing stable headed by Eric Hélyary. Between 2012 and 2015, its owner will spend almost €50,000 on a complete mechanical overhaul. Passionate about competition and high-potential American machines, he kept his Corvette in his collection and is now parting with it for new projects. In perfect working order, this example boasts a singular history and first-rate performance on the racetrack, thanks to its 6,998 cm³ V8.