

Peter Dus

Four Brothers Pizza Inn

Corvette



Four Brothers Pizza Inn

history and still in business

The Stefanopoulos brothers emigrated from Greece in the early 1970's with the hopes of success. Their strong unity cultivated ideas, love for one another, and inspiration. Together they opened their first location in Connecticut during 1972. By 1974 the brothers owned five restaurants, one by the name of Brothers Pizza. It was during that period the famous pizza recipe was founded at the Brothers Pizza location in Lakeville, CT. Quite rapidly, their reputation and knowledge of making flavorful recipes grew. Brothers Pizza became an immediate success! Since then, the brothers have been accommodating to customers needs by offering unique tastes, consistency, and exceptional service.

Four Brothers Pizza Inn

history and still in business

The year was 1976. It was the collaboration of the four brothers that gave way to the name Four Brothers Pizza Inn and its continuing success. During that same year, the famous Greek salad dressing recipe was formulated. Since then the brothers expanded their portfolio of restaurants to 9 Four Brothers while adding The Boathouse in Lakeville, CT. The family uses their local farm to supply the restaurants with certain dairy products and their olive orchards in Greece for olive oil. Today, people throughout New England have discovered from personal experience that the best pizza and salads, among other delicious menu items, is to be found at your local Four Brothers location. - See more at:
<http://www.fourbrotherspizzainn.com>

Peter Dus Corvette



**FOUR BROTHERS PIZZA IN
CORVETTE**

Mike Sepe Las Vegas, NV

Sale Advertising



1969 Chevy Corvette Coupe (1980 Daytona Bodywork) **Exclusive**



Serial Number: unknown
Logbooks: #65-09, SVRA identity
Condition: very good mechanical



Location: Massachusetts, USA

Description

this is a 1969 Corvette original frame with full cage and bracing, it has removable bodywork which is 1980 Eckler's Daytona kit. the car retains original firewall, windshield frame and floors. the car is mechanically excellent and with minor bodywork and paint would be a very clean race car.

History

The current owner has logbooks that start in 1979. the car was at that time bodied as a convertible and raced in B/P (SCCA). the owner believes the car was raced as an IMSA GTO car prior to the log book issued in 1979. Photos of the car in 1973 at Daytona and 1977 at the Watkins Glen 6 Hour have the same paint scheme as the car does in the 1979 logbook. The IMSA photos show the car being raced by "Alex Davidson" who resided in Upstate New York. The 1979 logbook shows a "Peter Bus" as owner who resided in Connecticut on the New York State border.

Recent Competition History

the last two years the car has run regulary in SCCA GT-1 class, regionals, and some national events. the car also has competed in Group 10 SVRA at the Zippo at the Glen Vintage Event due to the cars Trans-Am history in the early eighties. The car finished second in GT-1 points for the NARRC Series in 2000. While not competitive with the current field of Trans-Am cars running in GT-1, the car is reliable and finishes races. The car turns a 1:01 at Lime Rock, a 1:12 at New Hampshire. the owner always finishes 3rd to 6th. At Lime Rock this Summer in a full field of GT-1, 2, and 3 cars (18 GT-1 tube frame cars) the car ran a 6th in GT-1 and 8th overall out of 38 cars. The owner was congratulated by officials, spectators and fellow competitors on how well the old Vette ran!

Engine

- Chevy 350 over .030
- 010 casting
- Scat lightweight 4340 race crank & H-Beam rods
- Ross forged 12.5:1 pistons

<http://www.race-cars.com/carsales/chevy/vett69/vett69ss.htm>

- Herbert roller cam
- balanced assembly
- Bowtie angle plug heads (iron)
- Bowtie Victor Jr. intake w/Holley 830 HP carb
- flexplate w/Quarter master 7.25" 3 disc clutch
- Hooker side exhaust headers running thru Moroso mufflers
- car runs between 99-101 decibels depending on weather
- engine is fresh with only one regional since rebuild

Fuel System

- ATL 32 gallon cell "not sure of age"
- new foam, pick ups & vent line ball valve installed in 2000 twin Holley Blue pumps w/filters
- car runs Cam II 112, has dry break

Oil/Water System

- Griffin aluminum radiator
- Stewart hi-flow water pump w/under drive pulleys
- car is setup w/3-stage dry sump oil lsystem
- Weaver pump was just rebuilt by Stock Car Products
- new Fluidyne oil cooler
- all Aeroquip lines w/Accusump

Electrical System

- Accel mechanical tach drive dist.
- MSD ign. box
- external rev. limiter
- Accel super coil
- CV products Powermaster Race Alternator
- Dichard battery

Gearbox

- Muncie M22 "Rockcrusher" w/Hurst shifter
- rebuilt 4/2001 w/new headgear

Final Drive

- Corvette C4 series Dana 36 w/3.70 gear
- changing to stronger Dana 44 w/4.10 gear
- Dana 44 has more gear ratio availability

Body

- all fiberglass painted with white enamel
- doors are hung from original hinges and gutted
- one piece front clip pins on

<http://www.race-cars.com/carsales/chevy/vett69/vett69ss.htm>

2/18/2008

Sale Advertising

- one peice rear clip
- removable roof panel

Chassis

- original Corvette frame w/rollcage added, front & rear bracing, no flex in frame, painted grey metallic
- **Dampers:** KYB front "new this Spring", rear AFCO Racing
- **Front Suspension:** Corvette upper & lower A-arms, Vet Bracket Products springs, aluminum bushings, painted metallic grey
- **Rear Suspension:** complete '84 Vette rear susp, 4-Link, Dana rear, aluminum knuckles & half shafts
- **Steering:** Delco manual box, (rebuilt 4/2001)
- **Brakes:** front disc "Vet Brakes & Products 4 piston severe duty Delco calipers, heat treated slotted rotors, Porterfield pads, Wilwood rear rotors & hats w/Superlite 4 piston calipers, Wilwood pads, dual Tilton Master's w/cockpit adj. balance bar
- **Wheels:** Circle Racing steel wheels 16x10 front, 16x12 rear Goodyear dry & wets
- **Weight:** approx 2900 lbs.

Interior

- painted grey metallic (rollcage, floors, metal work)
- 10 lb. fire system
- Kirkey seat w/RJS 5 pt. harness
- Stewart Warner gauges, Moroso mechanical tach
- separate compartment on R side for oil tank
- battery for fire system & Accusump
- Grant removable steering wheel

Spares

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OTHER
MARQUES



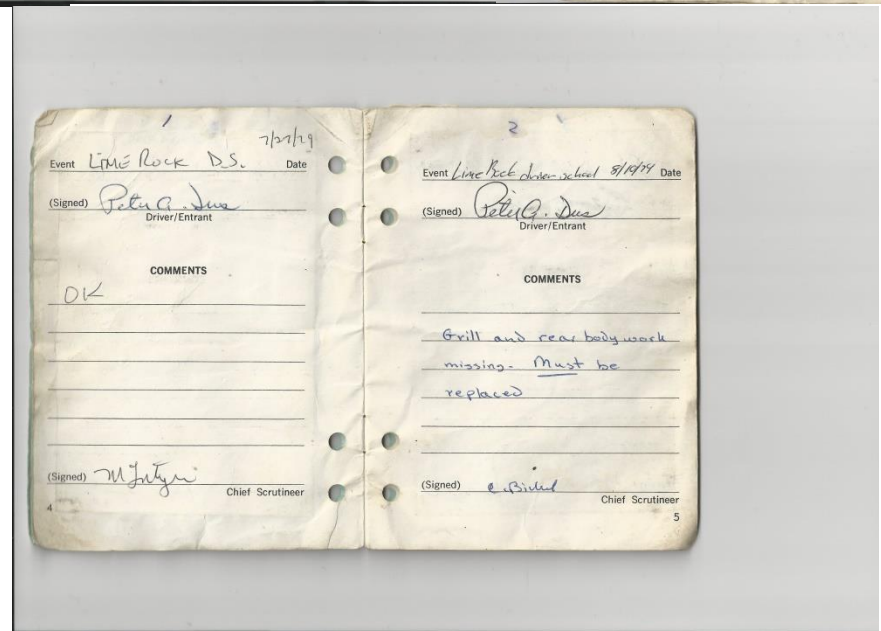
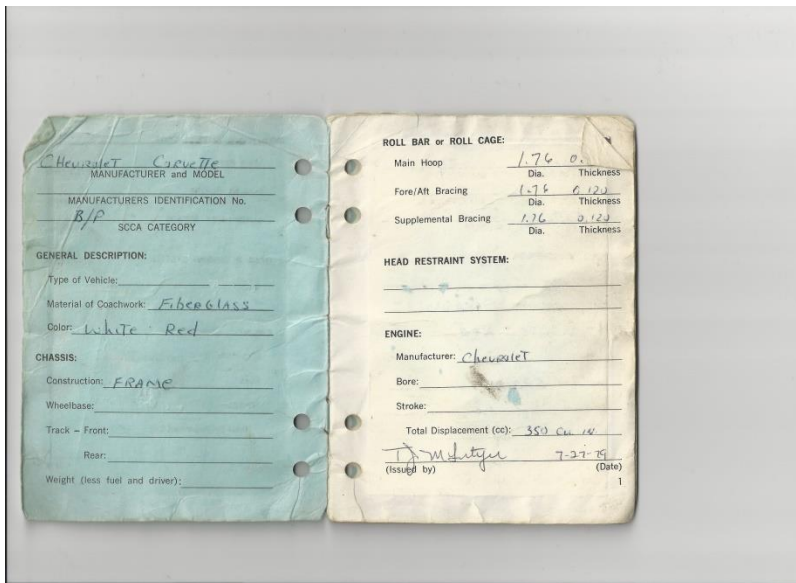
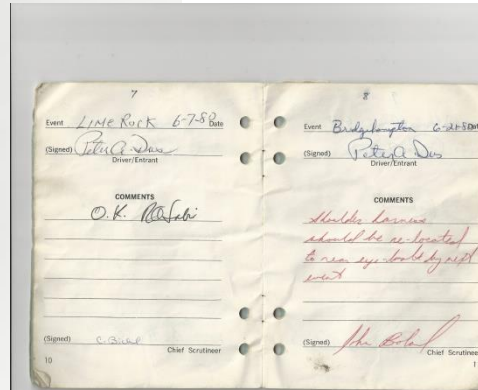
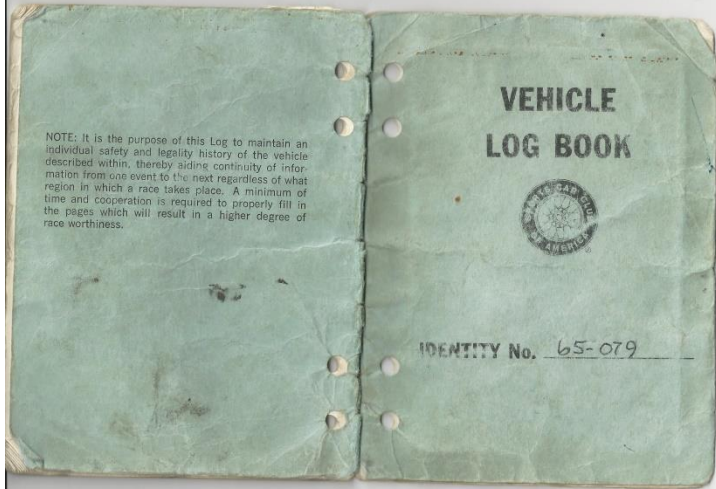
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Owner History

DATE	FROM	TO
10/10/81	Peter Dus (built car)	Arthur Hahn/James Sinclair
7/28/82	Arthur Hahn	Lou O. Shames
4/20/86	Lou O. Shames	Philip T McEachen
11/7/99	Philip T McEachen	William Thompson
3/19/03	William Thompson	Michael J. Sepe
3/19/03 - present	Michael J. Sepe	

Log Book no. 1

Dates – 1979 - 1983



CHEVROLET CORVETTE
MANUFACTURER and MODEL

MANUFACTURERS IDENTIFICATION No.
GT-1
SCCA CATEGORY

GENERAL DESCRIPTION:
Type of Vehicle: COUPE
Material of Coachwork: FIBERGLASS
Color: RED White/Purple

CHASSIS:
Construction: STEEL
Wheelbase:
Track - Front:
Rear:
Weight (less fuel and driver): 2700*

ROLL BAR or ROLL CAGE:
Main Hoop 1 3/4" Thickness .120
Dia. Thickness
Fore/Aft Bracing 1 3/4" Thickness .120
Dia. Thickness
Supplemental Bracing 1 1/2" Thickness .120
Dia. Thickness

HEAD RESTRAINT SYSTEM:

ENGINE:
Manufacturer: CHEVROLET
Bore: 4.03"
Stroke: 3.0"
Total Displacement (cc): 305 C.I.
Cover C. B. Clark 7/27/33
(Issued by) (Date)

1

Event NHIS NER Reg. 10/21/70 Date
(Signed) William C. Thompson Driver/Entrant
COMMENTS
generally O.K.

Event NHIS Regional 4-15-00 Date
(Signed) William C. Thompson Driver/Entrant
COMMENTS
Annual Tech - OK

Passed Annual Inspection
Name: RH
SCCA License # 81720

(Signed) Hal Chief Scrutineer
22

(Signed) Bill Chief Scrutineer
23

Log Book No. 2

Dates - 1983 - 2001



Event NORCC Runoff 10-9-87 Date
(Signed) David McEachern Driver/Entrant
COMMENTS
**NEW YORK REGION/SCCA
DRIVER GEAR INSPECTION
CAR NOT SEEN**

Event Bryce Norcc 7/24/88 Date
(Signed) David McEachern Driver/Entrant
COMMENTS
4 speed gear checked OK

NEW ENGLAND REGION SCCA
PASSED SCCA
ANNUAL
TECHNICAL INSPECTION
TECHNICAL INSPECTOR
Tr. License No.

(Signed) D.A. Smith Chief Scrutineer
16

(Signed) Greg Mitchell Chief Scrutineer
17

**SCCA
CLUB RACING**

**VEHICLE
LOGBOOK**

NOTE: It is the purpose of this Log to maintain an individual safety and legality history of the vehicle described within, thereby aiding continuity of information from one event to the next regardless of what region in which a race takes place. A minimum of time and cooperation is required to properly fill in the pages which will result in a higher degree of race worthiness.

IDENTITY No. 65-079
3rd Book

Revised 11/96

**Log Book No. 3
Dates - 2001 - 2003**

PHOTO 3/4 FRONT



PHOTO 3/4 REAR



CHEVROLET Corvette
MANUFACTURER and MODEL

MANUFACTURERS IDENTIFICATION No.

GT-1

SCCA CATEGORY

ROLL BAR or ROLL CAGE:

Main Hoop	<u>1 3/4"</u>	<u>.120</u>
	Dia.	Thickness
Fore/Aft Bracing	<u>1 3/4"</u>	<u>.120</u>
	Dia.	Thickness
Supplemental Bracing	<u>1 1/2"</u>	<u>.120</u>
	Dia.	Thickness

HEAD RESTRAINT and ROLL BAR PADDING:

ENGINE:

Manufacturer: CHEVROLET
Bore: 4.030
Stroke: 3.50
Total Displacement (cc): 355

(Issued by) T.I. Lic. No. [Signature] 104520 57910 (Date)

The vehicle Logbook shall be issued by a NATIONAL LICENSED TECHNICAL INSPECTOR, who also must complete the required vehicle information in the front of the book.

GENERAL DESCRIPTION:

Type of Vehicle: Coupe

Material of Coachwork: FIBERGLASS

Color: White

CHASSIS:

Construction: STEEL

Wheelbase:

Track — Front:

Rear:

Weight (with driver):

Homologation Certificate required for Formula & Sports Racing cars registered after 1/1/83. Record owners name on back page.

Event LINE ROCK - NYSRRG 8/10+11/01
Regional Date

[Signed] William Thompson
Driver/Entrant

COMMENTS

HELMET OK

3

[Signed] Gwalp
Chief Scrutineer

T.I. Lic. No. 129886

Event NHIS CHILI Cook Off 8/25+26/01
Regional Date

[Signed] William Thompson
Driver/Entrant

COMMENTS

GEAR OK

4

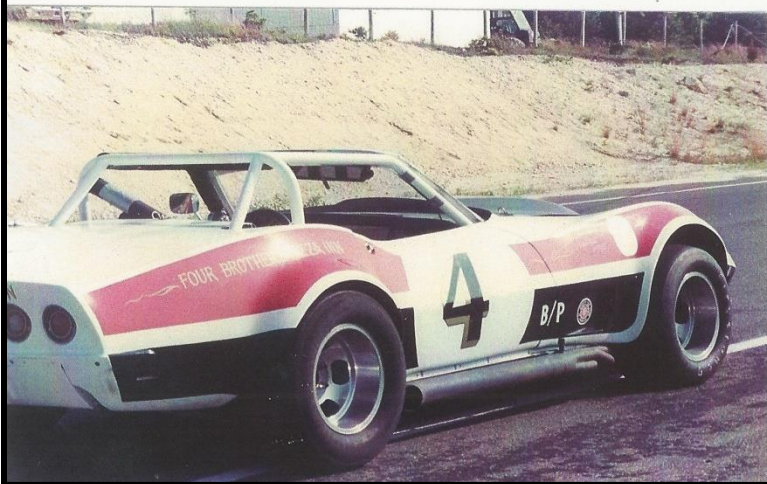
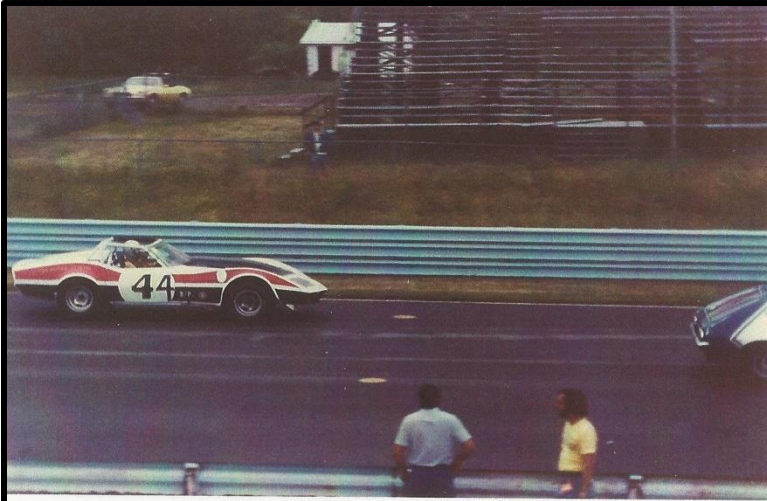
[Signed] Paul [Signature]
Chief Scrutineer

T.I. Lic. No. 950600

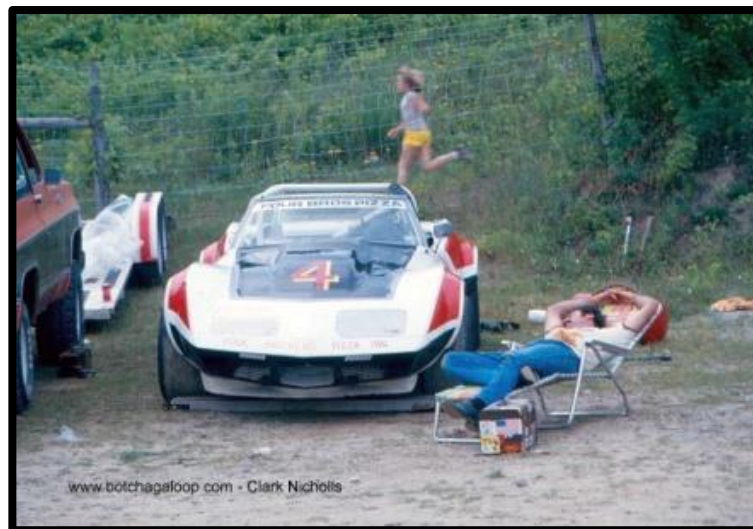
FOUR BROTHERS PIZZA IN



FOUR BROTHERS PIZZA IN



FOUR BROTHERS PIZZA IN



FOUR BROTHERS PIZZA IN



Modified Paint Scheme



Conversion to GT1

PHOTO 3/4 FRONT



PHOTO 3/4 REAR



GT1 Race Configuration



GT1 Race Configuration



GT1 Today - overview

- First built and raced by Peter Dus
- The car today is a project car and could be taken back to any period of time. It is all there with the exception of the front radiator core support as it was very rusted and could not be saved. All other parts are there.
- 3 log books exist from 1979 - 2002
- The frame is very good, strong roll cage, interior was modified to GT1 specs. Suspension is good, no rust or cracks, rear is a Dana 44 aluminum and transmission is M22.
- New fuel cell never used, new dual pass radiator still in box, new Holley carburetor never used. Engine rebuilt prior to current owner purchase.
- Seat is Kirkey aluminum, removable steering wheel.
- The paint was duplicated with the idea of reproducing the Greenwood Mancuso blue, orange, yellow and black paint scheme.

Peter Dus Race Car Driver History

GT-1 Corvette Racing History				
Book & SCCA #	Race Date	Driver	Track	Log Comments
1-65-079	7/27/1979	Peter Dus	lime rock	
1-65-079	8/10/1979	Peter Dus	lime rock	grill and rear body work missing - must be replaced
1-65-079	5/3/1980	Peter Dus	lime rock regional	
1-65-079	5/17/1980	Peter Dus	bridgehampton	
1-65-079	6/7/1980	Peter Dus	lime rock	
1-65-079	6/21/1980	Peter Dus	bridgehampton	shoulder harness should be relocated to rear eye bolt before next event
1-65-079	7/19/1980	Peter Dus	limerock regional	needs photo in log book
1-65-079	7/26/1980	Peter Dus	lime rock regional	
1-65-079	8/1/1980	Peter Dus	watkins glen	
1-65-079	8/9/1980	Peter Dus	lime rock regional	
1-65-079	8/29/1980	Peter Dus	lime rock national	
1-65-079	9/12/1980	Peter Dus	bridgehampton national	
1-65-079	9/27/1980	Peter Dus	lime rock regional	
1-65-079	10/11/1980	Peter Dus	lime rock regional	

Peter Dus Race Car Driver History

GT-1 Corvette Racing History				
Book & SCCA #	Race Date	Driver	Track	Log Comments
1-65-079	6/19/1980	Peter Dus	Watkins Glenn National	
1-65-079	7/4/1981	Peter Dus	Lime Rock Trans Am	
1-65-079	8/8/1981	Peter Dus	Lime Rock	
1-65-079	8/23/1981	Peter Dus	Watkins Glenn National	
1-65-079	9/5/1981	Peter Dus	Lime Rock National	
1-65-079	9/12/1981	Peter Dus	Bridgehampton National	
1-65-079	9/26/1981	Peter Dus	lime rock regional	Check length of exhaust system
1-65-079	10/10/1981	Peter Dus	Lime Rock	
1-65-079	11/7/1981	Arthur Hahn	Summit Pt.	drivers school
1-65-079	5/15/1982	Arthur Hahn	Bridgehampton Regional	insulate batt. Pos. terminal
1-65-079	7/22/1982	Arthur Hahn		
1-65-079	9/23/1982	Arthur Hahn	Lime Rock	
1-65-079	8/17/1983	Arthur Hahn	Bryar Regional	
1-65-079	9/24/1983	Louis O. Shames	Lime Rock	
1-65-079	9/30/1983	Louis O. Shames	Lime Rock	
1-65-079	5/28/1984	Louis O. Shames	Brvay?	
1-65-079	6/23/1986	Louis O. Shames	Lime Rock	
1-65-079	7/14/1984	Louis O. Shames	Lime Rock	
1-65-079	9/29/1984	Louis O. Shames	Lime Rock	
1-65-079	7/11/1980	Louis O. Shames	NER Regional	
1-65-079	7/31/1980	Louis O. Shames	NNJ Regional - Lime Rock	add "no allergies" to helmet
1-65-079	9/12/1987	Louis O. Shames	Bryar	
1-65-079	9/26/1987	Louis O. Shames	Lime Rock	

Peter Dus Race Car Driver History

GT-1 Corvette Racing History				
Book & SCCA #	Race Date	Driver	Track	Log Comments
2-65-079	4/5/1987	Philip T. McEachen	Lime Rock	New York Region/SCCA - School
2-65-079	6/12/1987	Philip T. McEachen	Lime Rock	New York Region/SCCA - School
2-65-079	7/11/1987	Philip T. McEachen	Lime Rock - NER Regional	
2-65-079	7/31/1987	Philip T. McEachen	Lime Rock - NNJ Regional	add "no allergies" to helmet
2-65-079	9/12/1987	Philip T. McEachen	Bryar	
2-65-079	9/26/1987	Philip T. McEachen	Lime Rock	
2-65-079	10/9/1987	Philip T. McEachen	Lime Rock - NARRC Run off	
2-65-079	4/24/1988	Philip T. McEachen	Bryar - NERRC	New England Regional SCCA
2-65-079	5/28/1988	Philip T. McEachen	Bryar - National Regional	
2-65-079	8/5/1988	Philip T. McEachen	Lime Rock - NARRC	
2-65-079	9/10/1988	Philip T. McEachen	Bryar - NERRC #7	
2-65-079	10/21/1990	Philip T. McEachen	NHIS NER Regional	

Peter Dus Race Car Driver History

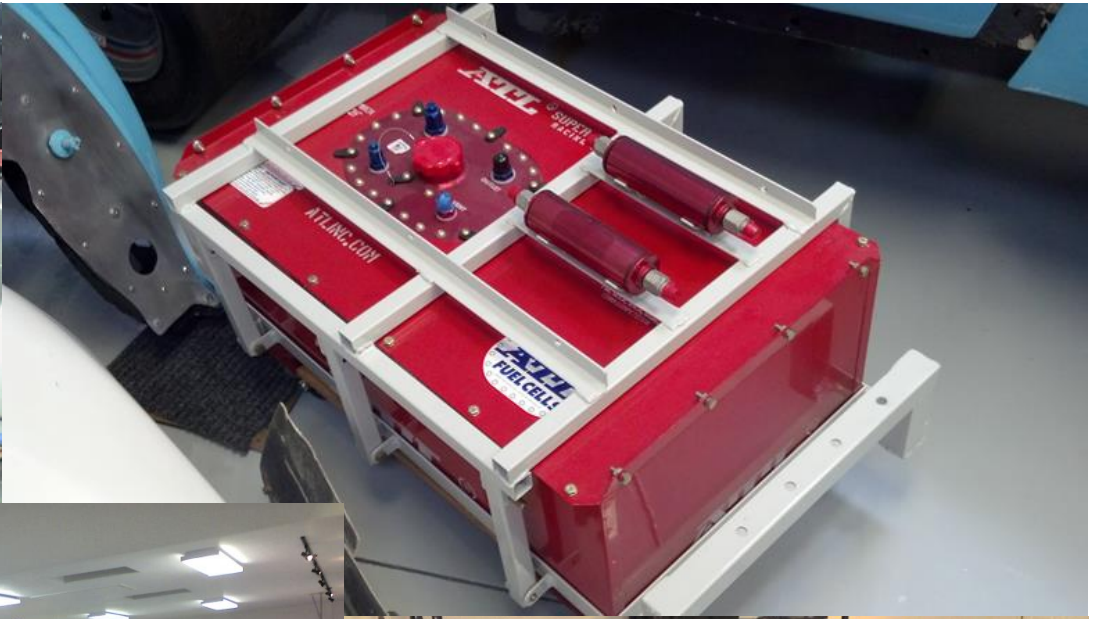
GT-1 Corvette Racing History				
Book & SCCA #	Race Date	Driver	Track	Log Comments
2-65-079	5/6/2000	William Thompson	NHIS - Drivers School	
2-65-079	5/20/2000	William Thompson	Pocono Double	
2-65-079	5/23/2000	William Thompson	Lime Rock	
2-65-079	7/22/2000	William Thompson	NER/NHIS - Double Regional	
2-65-079	7/23/2000	William Thompson	NER/NHIS - Double Regional	
2-65-079	8/11/2000	William Thompson	Lime Rock Regional	
2-65-079	9/9/2000	William Thompson	NHIS Double Regional	
2-65-079	9/10/2000	William Thompson	NHIS Double Regional	
2-65-079	9/29/2000	William Thompson	Lime Rock Regional	NARRC Finals
2-65-079	10/21/2000	William Thompson	Virginia Int'l Raceway	SARRC / Double ECR - Fuel cell fitting to comply with gcr 17.4.2
2-65-079	10/22/2000	William Thompson	Virginia Int'l Raceway	SARRC / Double ECR
2-65-079	5/5/2001	William Thompson	NHIS National	
3-65-079	5/9/2001	William Thompson	Lime Rock	
3-65-079	6/30/2001	William Thompson	Lime Rock - NESCCA	Nationals
3-65-079	8/10/2001	William Thompson	Lime Rock - NYSRRC	
3-65-079	5/25/2001	William Thompson	NHIS Regional	chili cook off
3-65-079	5/26/2001	William Thompson	NHIS Regional	chili cook off

Peter Dus Race Car Driver History

GT-1 Corvette Racing History				
Book & SCCA #	Race Date	Driver	Track	Log Comments
3-65-079	9//2001	William Thompson	Watkins Glen - SVRA	
3-65-079	9/7/2001	William Thompson	Watkins Glen - SVRA	
3-65-079	9/8/2001	William Thompson	Watkins Glen - SVRA	
3-65-079	9/9/2001	William Thompson	Watkins Glen - SVRA	
3-65-079	9/28/2001	William Thompson	Lime Rock - NARRC Run offs	
3-65-079	9/29/2001	William Thompson	Lime Rock - NARRC Run offs	
3-65-079	10/20/2001	William Thompson	MVR Golden Harvest Regional	
3-65-079	10/21/2001	William Thompson	MVR Golden Harvest Regional	
3-65-079	5/5/2002	William Thompson	New Hampshire National	New England Regional SCCA
3-65-079	5/4/2002	William Thompson	New Hampshire National	New England Regional SCCA
3-65-079	8/24/2002	William Thompson	NHIS Regional	
3-65-079	8/25/2002	William Thompson	NHIS Regional	
3-65-079	9/7/2002	William Thompson	NHIS Regional	Cheap Date Double Regional
3-65-079	9/8/2002	William Thompson	NHIS Regional	Cheap Date Double Regional
3-65-079	10/19/2002	William Thompson	Nelson Ledges Double Regional	
3-65-079	10/20/2002	William Thompson	Nelson Ledges Double Regional	

Peter Dus - Miscellaneous Pictures



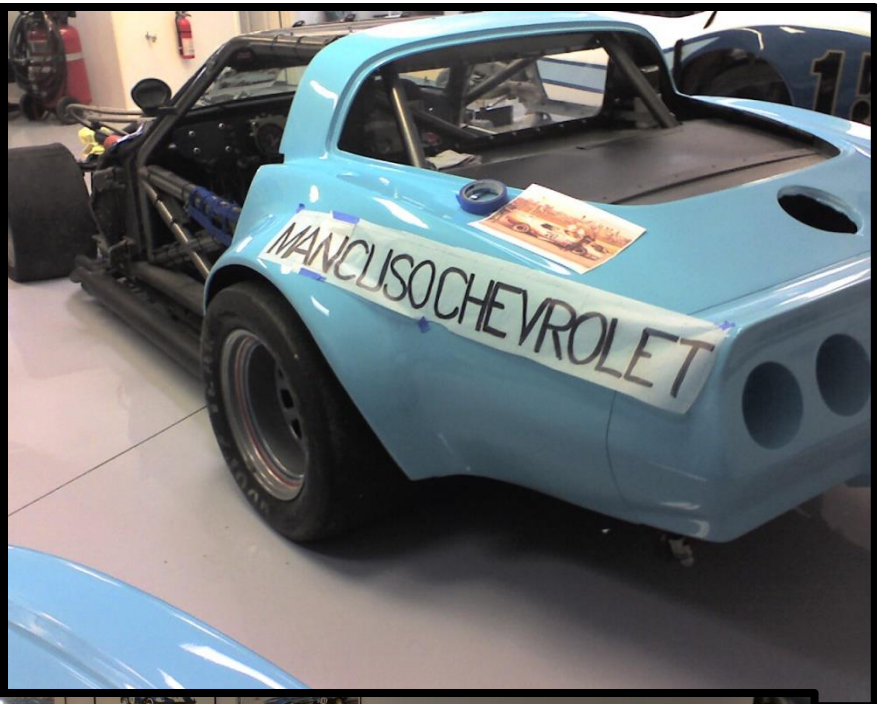


Greenwood/Mancuso Colors



photo courtesy of Bob Brandle & Tony Mezzacca/Mezzacca Motorsports

Greenwood/Mancuso Colors



Greenwood/Mancuso Colors



GT1 Corvette Technical Specs and Related Data

- Engine 350 bored .030, 010 casting, cylinder heads are chevy 034 casting bowtie angle plug, 64 cc chambers. Manley race flow valves.
- Heads are set up with new springs for the crane flat tappet cam. Crankshaft is a new Scat 3.48 stroke.
- Rods are new Scat 4340 I beam forged steel. Pistons are Ross #90461 12.5 to 1 comp. forged pistons, (high dome).
- Bearings are std. all the way thru with the new crank and rods, they are cleavite 77.
- Rings are Speed Pro plasma moly top ring .035 overbore file fit to the bores.
- Oil pan was made by armando's oil pans from California. (Has a web site).
- Timing chain and gears are Cloyes true roller with a cam button to prevent cam walk.
- Camshaft is a new Crane# 111431, grind #f-260/3694-2s-6. Intake lift .554, exhaust lift .572 with 1.5 rockers. Intake duration 296, exhaust duration 304.
- Cam has Comp. cams solid lifters. pushrods are 7.800 in length which is std. chevy length. Crane Alum. 1.5 rockers on exhaust.
- Harland Sharp 1.6 rockers on the intakes.(1.6 rockers on the intakes gives some more lift at the valve). MSD Dist. has timing set at 36 degrees at full advance.
- Intake manifold is Victor J. Carb is an 800 Holley with 70 jets in front and 80 jets in rear. (new holley is included)
- Plugs are Autolite racing AR132.

GT1 Corvette Technical Specs and Related Data

- Head gaskets are felpro 1003 and 1205 on the intake.
- Front shocks are bilstein specific for early corvette to control front dive. Sold by vet brakes.
- Clutch is new Quarter Master 7.25" 3 disk clutch with Hayes aluminum flywheel.
- Scatter shield is a Lakewood.
- Transmission is M22 and rebuilt.
- Rear suspension is from an 84 corvette.
- Rear spring custom made at 350LBS. by Vet brakes and products, Florida.
- Adjustable rear camber rods are from Vet brakes.
- Afco shocks on rear. Wilwood superlite III calipers on rear. Adapted to rear end knuckles with machined aluminum blocks. These blocks take the place of the original emergency brake housing which had the mounting points for the original 84 brake calipers.
- Front suspension has stock upper and lower control arms. Solid bushings in uppers. All new ball joints and tie rod ends.
- Vet brakes severe duty calipers and heat treated rotors, bump steer kit and tie rod sleeves on front end.
- Porterfield carbon kevlar black brake pads all the way around.
- Recommendation brake pads Performance friction 93 on front and 83 on the rear.
- Intake manifold has a 3/4 or 1 inch restrictor in it for controlling water flow.

Running with the “new cars”

