



P.O. Box 87
Traverse City, MI 49685

Hagerty's

THE VOICE OF THE COLLECTOR CAR COMMUNITY



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FAST TIMES

for a treasured American icon — the Corvette.

VOL. 2, ISSUE 2
SUMMER 2007



AN AMERICAN ICON

EVERYBODY HAS A Corvette story, it seems. There's something mysterious about the Corvette that touches people, even those who are not necessarily Corvette fans or even car enthusiasts. Maybe it's because the car has become such a fixture in American culture.

I was first affected by a 1966 427/425 that my Dad owned when I was growing up. It was an outrageous car that he sadly traded for a Bronco when the local gas stations ran out of premium gas.

Later, I fulfilled my own fantasy by buying the '63 split-window coupe pictured above. I still own it. I never fail to be amazed at the breadth and enthusiasm of the Corvette community. The Corvette remains as collectible as ever. Corvettes remain our number one insured make/model and they all are very near and dear to our hearts.

We hope you enjoy our World of Corvette story on page 10. Written by Corvette Quarterly editor and author Jerry Burton, it gives you a bird's-eye view of the Corvette hobby, the evolution of the six generations, the major milestones, the key events, the organizations, the magazines, the books, even the songs — especially for those of you who are new to the Corvette.

Elsewhere in this issue, you'll find a piece that captures the camaraderie of life in a car club, in this case a group of California hot rodders on their way to a Goodguys event in Scottsdale, Arizona. Writer/photographer Richard Prince rode shotgun as part of our ongoing effort to share great "Car Guy" experiences.

Meanwhile, please share your Corvette or "Car Guy" stories by e-mailing us at editorhagertys@hagerty.com.

McKeel Hagerty

McKeel Hagerty

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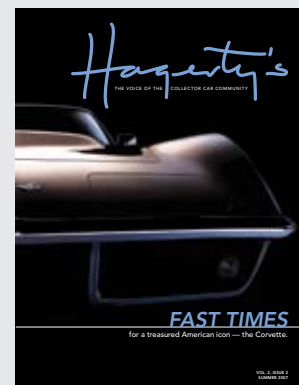
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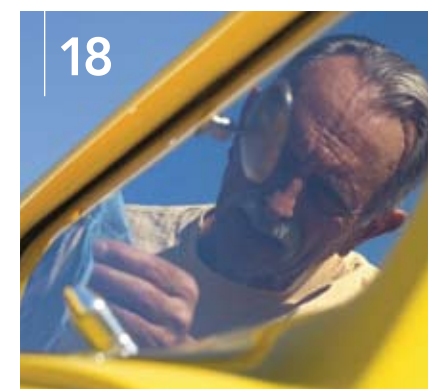
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Car collecting isn't just about buying, selling and maintaining your classic car. It's also about the camaraderie and friendships that emerge from driving and enjoying your car. We follow a group of Goodguys hot rodders from their base in California to a weekend event in Scottsdale, Arizona.

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GET YOUR QUESTIONS ANSWERED HERE!

Whatever your query, we'll do what we can to get it answered!

OUR FREE "Ask Hagerty" Concierge Service (888-310-8020, option 3) is available to Hagerty Plus members and can help you find parts, services and other information for your collector vehicle. We continue to receive hundreds of letters and e-mails from readers asking our Concierge for assistance, and in most instances, we've been able to deliver. If we can't, we'll publish your question and ask our 250,000 readers for their input.

Q: I'm looking for body trim and interior stuff for a 1962 Olds Cutlass F85. Can you help?

A: Try www.sundellauto.com; 704-434-6759 in North Carolina or pacwestauto@hotmail.com; 818-765-2004. Additionally, we've not called these two, but they may also be good sources:

SMS Auto Fabrics
503-263-3535
www.smsautofabrics.com

USA Parts Supply
800-872-2013
www.usapartssupply.com

Q: I am working to restore a 1962 Chevy Nova Model 400. I would like to get some assistance locating information for either replacement parts for the body side molding or a reliable shop that can restore the existing aluminum and stainless molding.

A: As for used parts, we have a list of possibilities, but bear in mind that long strips of trim are difficult to send. Here are some warm-weather-state salvage yards with thousands of vehicles that might be of use in searches for obscure parts.

Hidden Valley Auto Parts
Maricopa, Arizona
520-568-2945.

Turner's Auto Wrecking
Fresno, California
559-237-0918

As for shops that could work on the trim, here is a link to our network partner list online: www.hagerty.com/resources.

Q: I have a '71 Cutlass convertible and a '65 Lincoln. Both are in great shape. Do I have to drive to the West to find a decent auction site? What about Indiana?

A: Kruse International is based in Indiana. It has a wide variety of collectible vehicles. Its site is: www.kruse.com/home/index.asp.

We also hear good things about Mecum, which is based in Illinois. You can locate them at www.mecumauction.com.

Silver Auctions (www.silverauctions.com) is another company that is good for moderately priced cars. But they might not come far enough east for you. RM Auctions (www.rmauctions.com) also has sales in Toronto, Michigan and Hershey, Pennsylvania.



Part of building a new wire wheel includes (from left) drilling a hub to accept the spokes, tightening the spokes and then adjusting them until the wheel is true.

THE WONDERFUL WIRE WHEEL

Story >> [Jonathan A. Stein](#)

MANY OF the cars we love — from Auburns and Packards to Jaguars and Ferraris — have great-looking wheels with an outer rim and a hub held in alignment by wire spokes under tension. Attractive and light compared to wooden-spoke or solid-steel wheels, wire wheels sometimes need attention to prevent them from failing or coming off. Mike Rizeman of Valley Wire Wheel sums it up: "Cars have to start, stop and drive well, and the wheels and tires are an important part of that."

It makes no sense to spend tens of thousands on a restoration and simply clean or paint wire wheels without ensuring they're safe.

No matter how you're going to use the car, regularly make sure the wheels are snug. Wheels can also come off if the hubs are on the wrong sides or if the splines on the hub or wheel are worn. A loud clunk when you begin to accelerate can indicate worn splines. Check for wear by jacking the car and wiggling the wheel or by examining the splines.

It's important to keep the hub pins, splines or teeth of the hubs and wheels lightly greased to reduce wear, prevent rust and ease wheel changing.

You'll also want to regularly run a key or wrench across the spokes. If one sounds different from the others, you might have a loose, bent or broken spoke.

Excessive vibration can be a sign of bent, broken or loose spokes or a wheel that's out of true (when the hub and rim are not in alignment). But these issues, or a bent rim, can be handled by specialists who can do anything from replacing a spoke to building a new wheel.

It's also possible to buy new wheels, particularly those made by Dunlop, Dayton or Borrani. However, Allen Hendrix of Hendrix Wire Wheel says most new wire wheels — particularly Dunlop — should be trued. Fresh spokes will stretch in the first 5,000 or so miles, after which they should be checked for proper tension.

For mass-produced British cars, it's cheaper to replace than to rebuild wheels. But for rarer wheels, rebuilding makes sense. But at some point, the hub splines or teeth can be worn and the rim can become too thin from rust or polishing. Your best bet is to consult a specialist to determine the best solution. 🛠️



THE UNANSWERED QUESTION:

Last issue, we asked: What are the correct colors for the front underbody, suspension and torsion bar for a 1968 Plymouth GTX?

One of our readers responded with the following:

Torsion bars: Bars should be painted 30 deg gloss black. They are also color coded with a 1/2 inch wide dab of paint located approximately 10 inches from the anchoring end on the left-hand bar only. Different colors were used to identify the different bars: 0.88-inch Soft Rate bars used green paint, 0.90-inch bars used silver, and the large 0.92-inch diameter bars used brown.

Suspension: The arms were usually left their natural color, which can be duplicated by painting them 30 deg gloss stainless steel, however, some were painted 30 deg gloss black.

For finishing, the front sway bar should be painted stainless steel gray all four years (1968-1971). The links should be unpainted and the insulators are black rubber.

Frame and cross-members: As for finish, the entire frame and cross-members should be sandblasted and then painted 30 deg gloss black using Ditzler DL-92393. Apply the paint in two medium coats for a factory-fresh look.

Now that we've answered that question, we have another from Doug and Elana Hurd of Cincinnati:

"My wife's great grandfather manufactured a line of cars and trucks named Cino in Cincinnati, circa 1900. We would like to see a Cino, but have been unable to locate one."

We haven't been able to locate one, either. Have you? Contact us at editorhagertys@hagerty.com or 888-310-8020, option 3.

CELEBRITY OWNERSHIP AND VALUE

Story >> Keith Martin and the staff of Sports Car Market

WHEN LOOKING AT two similar cars, all other things being equal, condition usually dictates which example will bring bigger money. Occasionally, there is a joker in the pack in the form of celebrity ownership. But is it a wise investment to pay a premium for an otherwise ordinary car just because there is a famous name on the title?

Frank Sinatra was a fan of Jaguar's big coupe, the XJS. He owned several, and his last one, a British Racing Green with tan 1989 model with less than 10,000 miles, sold at a Christie's auction in Pebble Beach just three months after his death in 1998.

The retail value of an ordinary '89 XJS coupe like this one was probably around \$18,000 at the time. The high bidder thought that another \$160,000 on top of that was appropriate for an ex-Sinatra Jag with the California plates "FAS II." Fast forward to 2004, when the car was again auctioned in about the same condition. At a different sale on the Monterey Peninsula. It struggled to reach \$57,200. Just six years after The Chairman of the Board's death, his car had lost more than \$100,000 in market value. Still, this was about \$45,000 more than what a good '89 Jaguar XJS coupe could be expected to bring at auction.

Nicolas Cage's 1975 Triumph Spitfire was an auction frequent flyer several years ago. Cage spent almost \$30,000 obsessively restoring his first car.

It sold twice within one year at two different Florida auctions, once for \$13,200 and again for \$13,000. Those who saw the car

commented that it was likely the best Spitfire on the planet, and at a \$17,000 discount over the restoration costs, it was even a pretty good deal since a nut-and-bolt professionally restored Spitfire could easily bring double the \$7,500 or so that a hobbyist-restored Spitfire could to bring at auction. The Nicolas Cage provenance didn't add to the value, but might have increased salability.

When it comes to salability and value, Steve McQueen is in his own league. Known for doing many of his own stunts, McQueen was both an expert motorcycle rider and an accomplished race car driver.

A recent Bonhams & Butterfields auction of McQueen's personal property in Los Angeles included a turquoise 1958 GMC pickup truck. Fifties pickup trucks are often collectible in their own right. However, this was one of McQueen's favorites, with personalized McQueen plates, and it was one of the fleet he stored at the Beverly Wilshire Hotel. In nice restored



This 1958 GMC pickup was one of the late Steve McQueen's favorite personal vehicles. For that reason alone, its value has increased by \$100,000. The "MQ3188" license plate refers to the ID number assigned McQueen when he was sent to reform school as a child.

condition, this would ordinarily be about a \$28,000 truck. The McQueen provenance added a cool \$100,000.

The lesson with celebrity ownership is that the market will occasionally pay up for the property of deceased legends, but even 'A' list stars (if they have a pulse) don't cut it. And unless you're dealing with the former property of Elvis, often the farther in time you get from the former owner's demise, the less that celebrity ownership will add.

Investing in history, a race winner, or the first or last of a significant car rather than celebrity ownership often proves to be the smarter move in the long run. Celebrity is fleeting. People fall in and out of favor, but a significant history remains significant.

What's New with Hagerty Plus

The Hagerty Plus program is growing! New features include the following:

TRAILER TOWING

Hagerty Plus members with 50- and 125-mile roadside assistance plans now benefit from trailer towing as well as flatbed towing of their vehicles. That means that any trailer that fits within program limits is eligible for towing or roadside service. Exclusions include camping and travel trailers, trailers with more than 10,000 lbs. of combined weight, trailers more than 28 feet long, non-collector vehicle trailers, ATV trailers, utility trailers and RVs.

FRIENDS AND FAMILY NOTIFICATION

Hagerty is adding a concierge-type service to the 50- and 125-mile roadside assistance program called Friends and Family Notification. With it, you can request that a person (within the 48 contiguous states) be notified when you call for towing.

For more information about the Hagerty Plus program, call 888-310-8020, option 3.

Legislative News

IN MARYLAND, House Bill 1267 was introduced in the House of Delegates to exempt vehicles more than 25 years old from the state's emissions inspection program. Maryland already exempts vehicles manufactured before 1977, but the new law adds it to the list of states with a "rolling exemption." The legislation recognizes that older vehicles do not contribute significantly to overall emissions and removes the financial burden on taxpayers for testing these cars.

VICTORY: ARIZONA EMISSIONS EXEMPTION

The U.S. Environmental Protection Agency approved the recommendation to repeal Arizona's emissions testing requirement for collector vehicles registered in Maricopa and Pima counties. All motorcycles registered in Pima County will also now be exempt from testing.

To celebrate this victory, Governor Janet Napolitano officially proclaimed "Arizona Collector Car Appreciation Day" on March 7, 2007.

Implementation of the new regulation took place May 1, 2007.

BUILD-A-BOAT PROJECT

Hagerty is doing its part to help preserve the art of wooden boat-building. Teams from Hagerty Classic Marine and the Hagerty Claims Department are building a 1950s-era Chris-Craft Kit Boat reproduction, donated by James Craft Marine Services. The finished boat will be auctioned, with the proceeds going to the Collectors Foundation to preserve the future of the classic boat hobby. To follow the progress on the build, visit www.collectorsfoundation.org.



CALLING ALL COLLECTORS!

Everybody has a restoration story, and we want to hear yours. Send us your best "before and after" photos of your restoration and tell us your story in a couple of sentences. We'll try to fit it into an upcoming issue of *Hagerty's* magazine. Send your submissions to editorhagertys@hagerty.com.



COLLECTORS FOUNDATION UPDATE

Collectors Foundation announced its first-quarter 2007 grants totaling \$104,198.

To help provide a future for youth in the collector car and boat communities, grants are awarded to nonprofit organizations that provide young people with hands-on learning opportunities.

Here's a breakdown of the distribution:

- >> The Center for Wooden Boats – **\$12,000**
- >> Missoula Transportation and Restoration Museum – **\$45,000**
- >> Northwest School of Wooden Boatbuilding – **\$10,000**
- >> Petersen Automotive Museum – **\$30,000**
- >> Studebaker National Museum – **\$4,160**
- >> Yuba County Career Preparatory Charter School – **\$3,038**

For additional information about Collectors Foundation, please visit www.collectorsfoundation.org.

DONATIONS NOW ACCEPTED VIA eBAY SALES PROCEEDS

If you use eBay to sell items online, consider donating the proceeds of your next sale to the Collectors Foundation.

Donations resulting from the eBay sales will be distributed to the Collectors Foundation and tax receipts will be issued to you.

eBay will also credit the basic selling fees in proportion to the donation percentage. For example, if you donate 25 percent of your final sale price, eBay will credit 25 percent of your Insertion and Final Value fees.

For additional details, go to givingworks.ebay.com/feecredit.



HERE COME THE CLASSICS

On July 8, 2007, the Hagerty Family Car Show will again be held in conjunction with the annual National Cherry Festival in Traverse City, Michigan.

The car show will feature several hundred collector cars, trucks and motorcycles from around the Midwest, including judged antique, stock and modified classes. In addition to class and overall awards, the Cherry Festival Queen will select the Queen's choice and Hagerty will judge the Hagerty Award.

Pre-registration is required. For event information, call 231- 947-4230 or visit www.cherryfestival.org.

SOMETHING FOR EVERYONE AT SILVERSTONE

For the second year running, Hagerty International will be out in force for The Silverstone Classic from July 27 through July 29. The event features 22 different races and will be packed with a variety of single-seat racing cars, sports cars, motorcycles and saloon cars and machinery. In addition to the regular class racing, there will be an evening Dusk Race to celebrate the theme of endurance historic racing.

Other highlights will involve Hagerty International's on-stand competition for a Grand Prize and Hagerty's support of the Porsche Village, which celebrates all eras of the famous marque.

Want more details about the event? Go to www.hagertyinsurance.co.uk or www.Silverstone.co.uk/classic.

The World's Oldest Motoring Event

ON THE FIRST Sunday of every November, thousands of enthusiastic spectators line the 60-mile route of the London to Brighton Veteran Car Run to cheer on Veteran car drivers as they commemorate the Emancipation Run of 1896. Both spectators and drivers are there to celebrate the anniversary of the Locomotives on the Highway Act, which, once passed into law, raised the speed limit for "light locomotives" from 4 mph to 14 mph and eliminated the requirement for these vehicles to be "preceded by a man on foot."

Considered more of an endurance test than a race, the event typically draws around 500 entries. Last November, Hagerty was well represented by Adam Martin of Private Client Services and the team from Hagerty International.

Thinking of participating in this year's London-Brighton Car Run and need insurance? Call Hagerty International at 011 44 8700 420 220 or Private Client Services at 888-460-6040. For more information about shipping your vehicle overseas for such an event, contact us at 888-310-8020, option 3 to request the brochure *Far and Away: What You Need to Know About Taking Your Car Abroad*.

For more information about the 2007 London-Brighton Car Run, go to www.lbvcr.com.



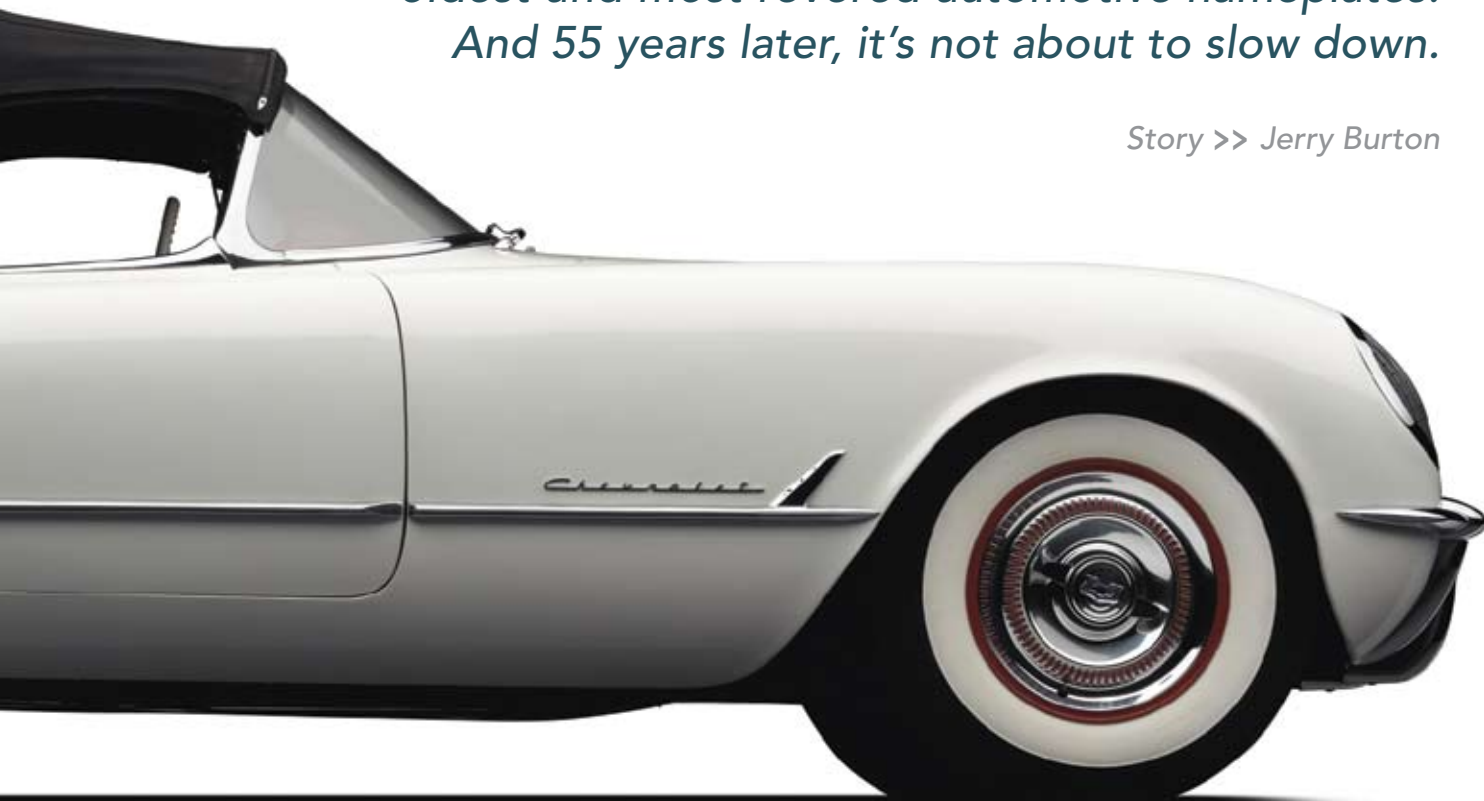
Last November, Sandra Kasky Button, chairman of the Pebble Beach Concours d'Elegance, and her husband Martin Button successfully completed the annual London to Brighton Veteran Car Run in their Hagerty-insured 1904 Lenawee.

THE WORLD OF CORVETTE



The Chevrolet Corvette is one of America's oldest and most revered automotive nameplates. And 55 years later, it's not about to slow down.

Story >> Jerry Burton



THAT'S RIGHT. The Corvette has been around longer than the Bel Air, the Biscayne, the Malibu, the Chevette, the Corvair, the Camaro, the Nova, and even the Impala. A two-seat sports car from Chevrolet, one of America's largest purveyors of family transportation? Who'd have thought?

But ever since that fateful day when America got an eyeful of a sexy windswept sports car at the New York Waldorf-Astoria ballroom at the 1953 General Motors Motorama, we've been hooked. More or less. Today, close to 1.4 million Corvettes have been produced, making it the world's most popular sports car.

The early years

Offered originally with a straight-six engine, a two-speed automatic transmission and a solid-axle rear end, the Corvette didn't inspire seasoned sports car people, even though it was a respectable performer for its day.

Supply and demand were also out of sync during those early years; the people who wanted to buy the car in 1953 couldn't because Chevrolet put most of them into the hands of celebrities. The following year, few wanted the 3,640 roadsters built, a situation not helped by inconsistent body panel fit problems, and by 1955, production had slowed to 700 total cars, even though an optional V-8 was offered for the first time. Fortunately, Ford entered the fray with the Thunderbird that year and GM was not about to admit failure by backing out of the sports car market.

Corvette used racing to establish its credibility as a sports car. That crusade was led by chief engineer Zora Arkus-Duntov, who personified the early Corvette just as Enzo Ferrari or Ferry Porsche personified their

marques. Duntov took the car to Sebring in 1956 and other racetracks in an effort to debunk the perception that European machinery was superior. But just as Duntov began to build momentum for a Corvette racing effort, GM withdrew from all factory racing programs.

So Duntov shifted his focus to helping independent race teams get the parts and technical assistance they needed to successfully race the car. His efforts included an option code known as RPO 684, which provided for special front and rear springs, heavier duty front stabilizer bar, metallic brake facings, finned brake drums and a quick-steering adaptor.

In the meantime, Duntov, working with John Dolza and others from the Rochester Products division, helped develop fuel injection, which upon its debut in 1957 produced one horsepower for every cubic inch of engine displacement — an industry first for a normally aspirated car.

All the while, those early solid-axle Corvettes were going faster — with small block displacement up to 327 cubic inches — and handling better thanks to Duntov's constant tweaking of the suspension. By 1962, the Corvette was a respected player.

The Sting Ray years

But Duntov wanted more. While he would have preferred a mid-engine machine, he also knew that a new front-engine Corvette design based on Bill Mitchell's Sting Ray racer was the inside favorite. It called for two body styles — the standard convertible and a new fastback coupe inspired by the 1936 Bugatti Type 57S Atlantic with a windsplit that ran from the nose of the car to the tail, interrupted only by the windshield.

Corvette Nation

Here's everything you need to know about how to accelerate your enthusiasm for America's most popular sports car:

National Corvette Museum

Founded in 1994, the NCM is in Bowling Green, Kentucky, near the Corvette Assembly plant along Interstate 65 about an hour north of Nashville. Open seven days a week, year-round, except for Easter, Thanksgiving, Christmas Eve and Day and New Year's Day.

350 Corvette Drive
Bowling Green, Kentucky
42101-9134
1-800-53-VETTE
www.corvettemuseum.com

Magazines

Corvette
Corvette Enthusiast
Corvette Fever
Corvette Quarterly (www.cqmag.com)
Vette
Vette Vues

Major Events

Bloomington Gold
St. Charles, Illinois
June 15-17

Corvettes at Carlisle
Carlisle, Pennsylvania
August 24-26

Anniversary Celebration/
Corvette Hall of Fame

National Corvette Museum
Bowling Green, Kentucky
August 31-September 3

Web Sites

www.Corvette.com

www.corvetteactioncenter.com

www.corvetteforum.com

www.corvettetrader.com

www.digitalcorvettes.com

www.vettes.com

Books

Corvette, America's Sports Car, Yesterday Today and Tomorrow
By Jerry Burton
Hugh Lauter Levin and Associates
(October 2006)

The Complete Book of Corvette
By Mike Mueller
Motorbooks International (October 2006)

The Corvette Black Book
By Mike Antonick
Michael Bruce Associates (updated annually)

Best Corvette Songs

Little Red Corvette
— Prince

Dead Man's Curve
— Jan and Dean

The Corvette Song
— George Jones

Sensible Shoes
— David Lee Roth

16 Shells from a Thirty-Ought Six
— Tom Waits

Going Back to Cali
— LL Cool J



TRANSTOCK (2)

The split window made everything else around it — with the possible exception of an E-type Jag — look 20 years older.

For Duntov, an engineer/racer who prized functionality, the split window was a superfluous addition, hampering rear visibility. He went to war with Mitchell over the split and lost — with Chevrolet chief engineer Ed Cole ruling in Mitchell's favor, at least for the first year. The conflict added to the mystique of the split window, limiting production to one model year (10,594 coupes) and elevating the collectibility of the first fixed-roof production Corvette. (Today, prices for show-quality split windows can range from \$130K to as much as \$260K for a Z06 model.)

Despite Duntov's misgivings, the split window made everything around it — with the possible exception of an E-Type Jag — look 20 years older. It was one of the most stunning designs ever created. The second-generation Corvette was also noteworthy for its new ladder-style frame and an independent rear suspension that significantly elevated its road performance. The result was high demand in the showroom, with sales increasing by 33 percent over 1962.

While Chevrolet was still operating under GM's no-factory-racing policy instituted in 1957, Duntov had in mind to offer cars his racing customers could buy to compete against Carroll Shelby's Cobras, which were eating up the competition in Sports Car Club of America races. His first such effort was the Corvette Z06, which debuted at Riverside, California, in October 1962 and actually won its first race, but only because the faster Cobras suffered mishaps.

Duntov knew he had to come up with something more competitive than the Z06, so he developed plans for a special lightweight Corvette. His goal was to build 100 cars to satisfy the homologation requirements of the international sanctioning body, the FIA. Then he set about building five prototypes (some historians argue that six were actually built) that were more than 1,000 pounds lighter than a production Corvette. But GM management became aware of Duntov's "end around" and shut down the project. Ever the risk-taker, Duntov defied orders by putting the five prototypes into the hands of various private race teams, with the culmination of the program being Nassau Speed Weeks in

The Corvette saw its first big-block V-8 in 1965, courtesy of the 396 cubic-inch engine, which grew to 427 cubic inches in 1966. By 1967, four different big-blocks were available, led by the pavement-stomping 430 hp L88.



National Organizations

National Council of Corvette Clubs

The NCCC was founded in 1959 by a group of Corvette club members with the assistance of Chevy sales promotion manager Joe Pike. Pike understood that nurturing an owner base for the Corvette meant establishing a grass-roots organization of clubs to make the ownership experience deeper than just owning a sports car. NCCC members enjoy a variety of driving and social activities. NCCC has grown to more than 18,600 members spread across 285 clubs in 15 regions. For more information contact: www.corvettesnccc.org.

National Corvette Restorers Society

The NCRS was founded in 1974 as a nonprofit entity dedicated to the restoration of Corvettes to "as new" factory standards. Judging categories currently exist for Corvettes from 1953 through 1991. NCRS maintains more than 15,000 members spread over 40 chapters, including one in England and several in Quebec, and publishes *The Corvette Restorer and Driveline*. Get more details at www.ncrs.org.

Western States Corvette Council

The WSCC was founded in 1965 by a group representing various regional Corvette clubs. WSCC now consists of 32 clubs and 2,400 members. WSCC conducts car shows, rallies, autocrosses, fun runs and social events. It publishes a newsletter called *Redline*. For more information contact: www.wscc.ws.



Suppliers:

Corvette America
www.corvetteamerica.com

Corvette Central
www.corvettecentral.com

Ecklers
www.Ecklers.com

Mid America Motorworks
www.mamotorworks.com

Paragon
www.corvette-paragon.com

Zip Corvette
www.zip-products.com

ProTeam Corvette Sales
www.proteamcorvette.com

Top: A Classic White 1970 convertible with Rally Wheels. **Below top:** Zora Arkus-Duntov used racing to establish the performance credibility of the Corvette. **Below bottom:** The National Corvette Museum in Bowling Green, Kentucky, is a gathering place for the Corvette faithful.



NATIONAL CORVETTE MUSEUM (2)



MICHAEL FURMAN

December 1963. There, the Grand Sports didn't win overall, but managed to beat the Cobras, which was all that really mattered to Duntov. Chevrolet shut down the program for good after Nassau, and today those five original Grand Sports are in private hands. The Grand Sports are unquestionably the most valuable of all Corvettes — and don't need the bright TV lights at Barrett-Jackson to quietly change hands for upward of \$4 million dollars each.

Two years later, in 1965, Chevrolet added the first big-block to the Corvette lineup in the form of a 396 cubic-inch 425-hp engine with splayed valves nicknamed the "Porcupine Head." That same year, four-wheel disc brakes became standard equipment.

The big-blocks proliferated, and by 1967, there were four different 427 cubic-inch engines available, ranging from the 390-hp L36 to the 435-hp L71 to the made-for-racing 430-hp L88, which actually put out far more horsepower than advertised. With only 20 L88s built for production cars in 1967, these cars are naturally quite valuable. The first production L88 recently went on the block at the RM Phoenix auction in January, and while the bidding went up to \$1.5 million, it still didn't meet the reserve price.

The Shark years

The third-generation Corvette debuted in 1968, based on a Bill Mitchell shark-inspired show car, the Mako Shark II. It was originally supposed to debut in 1967, but Duntov managed to delay the car by a year to correct a visibility problem created by its high arching fenders.

The third generation also saw the debut of a powerful, solid-lifter small-block engine, the LT1, which put out a healthy 370 hp while costing an equally healthy \$447.60 in 1970. By 1973, Corvette performance had peaked and the combined effects of a gas shortage and stricter emissions standards with the advent of unleaded gas served to curtail Corvette performance. By 1975, Corvette was down to two engine options — a 165-hp V-8 and a 205-hp V-8.

Duntov retired in 1975 and Dave McLellan took over as chief engineer. That year would be the last for a Corvette convertible until 1986.

Even with the performance decreases, Corvette production ramped ever upward. The 25th anniversary Corvette and Indy pace car from 1978 were both hot sellers, the latter causing a feeding frenzy at dealers, and by 1979, Corvette production reached an all-time high of 53,807 units. The third generation culminated with a Collector Edition Corvette in 1982.

The C4 and C5

The fourth generation Corvette debuted in 1983 as a 1984 model. It featured a clamshell hood showcasing an all-new chassis with a beautiful forged aluminum double-wishbone suspension that helped elevate its performance and inspired rave reviews from the motoring press. But while the suspension was capable of lateral acceleration up to 1g in Z51 guise, that capability came at the price of a harsh ride.

Shortly after the C4 debuted, rumors began to circulate about a new "King of the Hill" high-performance Corvette. The car would have a body that widened at the rear to accommodate huge rear tires and would be powered by Corvette's first DOHCV-8, which was being developed jointly with Lotus. The engine would be manufactured at a special facility in Stillwater, Oklahoma.



The Corvette ZR-1, built from the 1990 and 1995 model years, represented the pinnacle of fourth-generation performance with its 405-hp DOHC V-8 engine.

The ZR-1, as it came to be called, was a superstar, capable of speeds exceeding 175 mph. Launched to the media in France, its performance electrified the motoring press, with the ZR-1 owning the cover of virtually every automotive publication in the world. But while sales were hot out the gate, they stalled rather quickly, thanks to its premium price — \$58,995 — as well as concerns about long-term parts availability and serviceability for the Lotus-designed V-8. These factors contributed to a five-year lifespan for the car.

The fifth generation, or C5 Corvette, debuted in 1997 after much national angst over whether GM could even afford to build a new Corvette after several highly unprofitable years in the early 1990s. While the C5 was still under development in 1992, McLellan retired and Dave Hill took over as only the third Corvette chief engineer in the car's history. Hill continued the McLellan theme of using a new central-tunnel architecture surrounded by a hydroformed steel frame. As a result, the C5 was more than three times stiffer than its predecessor, making it the most solid Corvette ever. It also enabled more advanced suspension tuning and resulted in a much more pleasing car.

The C5 was offered in coupe form in 1997 with a convertible added in 1998 and a fixed-roof coupe in 1999. The latter was to be a lower-cost, entry-level Corvette, nicknamed the "Billy Bob." But Chevrolet backed away from the low-price concept and instead used the fixed-roof car as the platform for a new high-performance model

called the Z06 in 2001. With 385 hp (later increased to 405), it provided ZR-1 performance for a fraction of the price.

Raising the performance bar

The first racing program for the Corvette since 1957 also began with the C5. Its goal was to win the production class (GT1) at the 24 Hours of Le Mans as well as the American Le Mans Series championship. Taking on competitors such as Viper, Ferrari, and later Aston Martin, the Pratt-Miller prepared Corvettes have won five times in seven tries at Le Mans and have garnered numerous ALMS championships.

The sixth-generation Corvette debuted in the 2005 model year and perfected the good things about the C5 while adding 400 standard hp and 400 lb.-ft. of torque. It also offered exposed headlamps for the first time since 1962. A new Z06 model was introduced in 2006 that contained a litany of racing technology, including the extensive use of carbon fiber, magnesium and an aluminum frame. With its 7.0-liter small block and dry-sump oiling system, the Z06 was capable of 505 hp and a top speed of 198 mph.

As good as the Z06 is, there are rumors of an even higher-performance Corvette in the pipeline, as well as a seventh-generation Corvette. Now under the guidance of vehicle line engineer Tom Wallace and chief engineer Tadge Juechter, Corvette's role as a technological flagship for GM and Chevrolet appears safe. 🚩

DETAILING 101

A quick and not-so-dirty primer on cleaning your car.

Story >> Ken Gross

Editor's Note:

This is the first of a two-part series about detailing. The second will appear in the next issue of Hagerty's.

MORE THAN 75 YEARS AGO, Ettore Bugatti, the legendary sports and racing car constructor insisted: "Things must be kept clean, very clean." That was good advice, then and now, except that today we call the process "detailing."

Detailing has come to mean meticulously cleaning and polishing a vehicle to car show standards. But before you tackle your precious metal, there are a few things to know, especially if your car is unrestored, the paint is old, the leather is worn or cracked and the chrome is dull. Remember the physician's oath: "First, do no harm."

Use the best products; use them sparingly; use soft, clean applicators, brushes, wash mitts; change them frequently; and never begin polishing until you have an immaculate surface.

We can't possibly tell you everything you need to know to be a top-notch detailer, but here are a few guidelines. For the finest products, we recommend two companies: Griot's Garage (www.griotsgarage.com) and Meguiar's® (www.meguiars.com).

Mark Greene, president of Griot's Garage says: "We know our customer is a diehard enthusiast, so we provide as much information as we can, along with our products." Meguiar's will tailor a custom "RX Plus" care program for your car, at no charge. Griot's and Meguiar's Web sites offer helpful product information. For additional information on detailing, go to <http://shop.hagerty.com>, where you can purchase a copy of "Car Care: Cleaning, Protecting and Detailing Your Collector Car."

First, get it clean

Cleaning your car involves more than just soap and water, and no single cleaner does it all. Since your car's finish is subjected to incredible abuse, always use a gentle but efficient liquid car wash, such as Griot's Car Wash or Meguiar's Gold Class™ Car Wash Shampoo & Conditioner.

You'll need clean, soft water and products to remove adhesive goo, road tar, bird poop, grease and oil. Also be sure you have all the proper glass, rubber, vinyl, plastic and specialized wheel cleaners.

Wash your car with soft sponges, Boar's hair brushes or sheepskin mitts. After you've hosed off the excess soap and water, dry the



Pictures 1 & 2: Wash your car with a Boar's hair brush, soft sponges or sheepskin mitts to protect its finish. **Picture 3:** Be sure to dry the surface with a chamois — it's much easier to use than an absorbent towel.

surface with a soft chamois (real or synthetic) such as The Absorber. Hint: If you've never tried a chamois, you won't believe how much easier (and less messy) it is to use than absorbent towels. Hint: To avoid water spots (if you live in a hard-water area), install an in-line water softener in your hose bib.

If your car is basically clean, except for recent road dust and a few water stains, Griot's Speed Shine or Meguiar's Quik Detailer® — applied over a two-foot square area, then carefully wiped off — will restore surface cleanliness. Use Q-tips, foam detailing swabs and soft detailing brushes to remove dirt or wax residue in those hard-to-reach places.

To remove the most stubborn surface contaminants, Griot's Paint Cleaning Clay or Meguiar's Smooth Surface™ Clay Kit is next. Most professionals prefer clay to polish. Although it can be time-consuming, it's easy to use. Clay holding pads can make the job even easier. Always use a cleaning lubricant, such as Griot's Speed Shine or Meguiar's Quik Detailer when you're applying clay. Hint: This stuff isn't Playdough. Detailing clay is specially formulated. It will pick up bonded contaminants, industrial fallout and tree sap mist from a surface you thought was clean.

Next, use Griot's Paint Prep or Meguiar's ScratchX® Scratch and Swirl remover to remove, well, scratches and swirls.

Read the next issue of Hagerty's to learn more about polishing and waxing your vehicle, along with other details about keeping your collectible in top condition. ❗

Looking for products to help you maintain and enjoy your collector car? Let the Hagerty's Gear Guide help. Here are some items you might find useful ...

FIRE EXTINGUISHERS

YOUR CAR IS finally done, however it might not be welcome at events sponsored by the AACA and other clubs without a fire extinguisher. The 2.5-pound Amerex Halon 1211 extinguisher offered by Halon Marketing is rated for Class A, B and C fires. With Halon, the cleanup is much easier than with other suppressants and it doesn't promote oxidation of wiring connections. They're available in red (\$179.95) or chrome (\$199.95). Contact Halon Marketing through www.halonmarketing.com.



ORBITAL MACHINE

REMOVE SWIRL marks in tight areas with the Griot's Garage Professional 3" Random Orbital Machine (\$79.99). With it, you can polish everything from bumpers to windshield wiper cowlings. The body is 2" wide, 4 1/2" tall and 10 1/2" long. The variable-speed, 240-watt motor spins to 10,000 orbits per minute. Learn more at www.griotsgarage.com.



WHEEL DOLLIES

FOR YEARS, a variety of companies have offered wheel dollies for moving your car. But these lightweight aluminum dollies are easier to assemble, simpler to use and roll much more freely than many other dollies. They're available at www.car-dolly.com in three models, ranging from \$189 to \$299 for a set of four.



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❖ Cost: \$275

❖ Registration deadline is Friday, August 3, 2007

❖ Enrollment limited so register today at <http://shop.hagerty.com>.

➤ NEXT SEMINAR DATE

Can't make it to Pebble Beach? Another Smart Collecting Seminar will take place at the Hershey Swap Meet in October. Keep updated at <http://shop.hagerty.com> or call 888-310-8020, menu option #3.

A photograph of a hot rod with a black body and vibrant orange and red flame paint. The car is driving on a paved road that curves through a desert landscape with mountains in the background. The car is tilted slightly to the left. In the distance, other hot rods are visible on the road. The sky is clear and blue. A decorative white line graphic is visible in the upper right corner of the page.

Fast Friends

On the road with the merry band of hot rodders known as the Jokers Bay Area Car Club

Story and Photography >> Richard Prince



Clockwise from top: A pair of '32 Fords, both owned by Jorge Zaragoza, the one on the right driven by his friend Gilberto; '32 Ford of Chuck Kosziz proclaims: "In hot rods there is truth"; the '37 Ford of Nick Carlucci; Al Vonderworth behind the wheel of his '40 Ford; the '32 Ford of John Frerichs.



THE UN-ORGANIZATION

The Jokers Bay Area Car Club is decisively unstructured and that's entirely by choice. But even the least organized organization requires a bit of planning in order to successfully execute a 30-strong caravan motoring 600 miles over two days. While meals and lodging can be boiled down to "Do whatever you feel like," the club did due diligence when it came to emergencies. Every participant was given a list of all the other participants, including cell phone numbers. Leader John Lawson also provided a support truck that carried fuel, tools and a variety of spare parts. The truck also pulled a two-car trailer just in case any of the rods couldn't proceed under their own power.

IT'S BEEN SAID that we will never again have friends like the ones we had when we were 12 years old. That very well may be true, but you'd have a hard time convincing John Lawson and the other members of the Jokers Bay Area Car Club — an ensemble of mostly San Francisco-area rodders.

The Jokers are living proof of one of the great attractions of club life: the ability to indulge your interest with like-minded people in whatever kind of collector car you crave and occasionally go on the road together. All you need is an excuse — and for the Jokers, that was provided by a Goodguys Southwest Nationals Event in Scottsdale, Arizona.

We tagged along with a group of about 30 mostly Chevy small-block-powered pre-war rods as they caravaned to Scottsdale from leader John Lawson's hot rod shop in Fresno, California.

Sticking together is a theme that permeates the club's road trips. Whether it's a flat tire or a blown transmission, if one member has a problem, everyone pitches in to help.

But brotherly love doesn't stop the Jokers from having a good laugh at each other's expense or winding up the other guy just for the fun of it.

When we asked Larry Hutchinson, out of whose '35 Chevy Cabriolet we were shooting photographs, to please pull ahead of the car in front of us, he responded by telling us that "Dickie DeVilbiss doesn't like to be passed." Then in the next breath he



Right: Jokers Dick DeVilbiss and Richard Munz share a laugh on the road.



said: "Let's see how many times we can pass him." Sure enough, each time we drove past DeVilbiss, he paid us back in kind.

Going across the desert offered plenty of opportunities for wide-open running, as well as frequent stops for coffee, donuts, burgers and general

tomfoolery. We overnighted in Blythe, California, before heading into Scottsdale on the second day.

The Goodguys show was held at the vast West-World complex, where we encountered more than 2,000 rods, customs, classics and muscle cars as well as a huge swap meet, exhibits and more. ❗

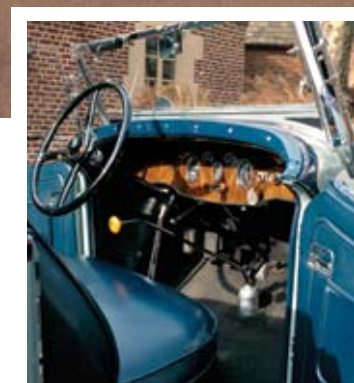
IN THE BEGINNING

The Jokers Bay Area Car Club was founded in 1959 in Mill Valley, California, as the Jokers of Marin. They created their own logo consisting of a jester at the wheel of a dragster. Still, the club had no structure to speak of. They first gathered at a local gas station and later got together in a club member's rec room. But as the demands of college, career and family took over, the club faded, only to be reformed 20 years later, becoming the Jokers Bay Area Car Club. Admission is free, quip current members, but getting out will cost you \$25,000.

rearview mirror



A 1930 Packard 734 Speedster Phaeton owned by Thomas Kerr.



THE HOT ROD PACKARD

Forgotten in its time, the 1930 734 Speedster is anything but gone today.

Story >> Beverly Rae Kimes

TODAY THE 734 SPEEDSTER is among the most famous and coveted Packards ever built. Virtually everybody in the hobby knows the car. In 1930, hardly anybody did. That, of course, had not been the original plan.

Packard chief engineer Jesse Vincent was the instigator of the Speedster. He was the go-fast proponent on the Packard Motor Car Company board, whose members largely regarded dignity as more important. Five Supreme Court justices were Packard owners, after all, as were numerous American ambassadors, university presidents and members of the United States Congress.

Still, Vincent persuaded his fellow directors that a hot Packard would be a good thing for the company. After tiptoeing in with the 626 Speedster of 1929 (about 70 were built), Vincent was given the green light for a full Speedster series using a souped-up DeLuxe Eight engine stuffed into the shorter (by 10 inches) Standard Eight chassis and wrapped with bodies three inches narrower and a whole lot lower. By August of '29, Vincent's modifications for high performance resulted in 125 hp. With high compression, he pulled a couple dozen further horses — more than any American car on the market except for the over-the-top Model J Duesenberg. A 100 miles an hour was a romp on the track at the Packard Proving Grounds.

The New York Automobile Show in January was the traditional

launching pad for exciting new models. The 734 Speedster was a no-show. Why? Cadillac was there with its V-16, and its 185 hp made the Speedster's advertised 145 hp seem puny.

The Speedster arrived later that January at the Drake Hotel during Chicago Automobile Show week. Packard largely ignored it with the result that automotive journalists did, too. No photographs saw print anywhere, and only one reporter mentioned the car. "These Speedster models must rank with the most beautiful that the industry offers," he wrote.

The company's sole acknowledgment that the Speedster existed was a minimal eight-page brochure of the four body types — runabout (boattail), phaeton, victoria and sedan, a roadster being added later. Not one advertisement was placed.

Of the 36-thousand plus Packards manufactured in the 1930 Seventh Series, no more than 118 were Speedsters. Dealers sold the cars either by advertising locally or, more likely, by looking through their client list and calling someone they thought was a good prospect.

That the Speedster would not return in 1931 was a given. The effect of the Wall Street crash was enveloping the nation, and the Packard board was otherwise occupied. Never again would the company produce another car like this one. Only in history would the Speedster enjoy its bright day in the sun. ❗

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