

Volume 3, Issue 1.

January 2019/March 2019



Corvette Club of Windsor

NEWSLETTER

President's Report

Hello Corvette club members.

Spring is finally around the corner and I know that everyone must be quite anxious to get their corvettes back on the road. It's been a long winter but luckily for us in the Windsor area we did not experience a lot of snowfall. A number of our members had some great vacations in the warmer climates and are now returning. Our last two Corvette club meetings have been well attended considering many of our members were on vacation. Bryan Hansen, our show coordinator, will be returning from vacation soon and will be concentrating on our upcoming June Corvette show on the waterfront in Windsor. I know that Bryan could use some help in regards to the riverfront show. If any of the members can help Bryan with the upcoming show I know he will appreciate it. Also if any of the members have any contributions that can be made for our silent auction or door prizes at the June Corvette Show please bring them in to one of our upcoming Corvette club meetings. The Route 66 trip being planned by Ed Jones has 18 members attending. This is a fantastic response from the club members in regards to this trip. Looking forward to seeing everyone this summer.

Dan Reaume President Corvette Club of Windsor

Special thanks to our Club major sponsors – reverse alphabetical order



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www.allchinbrake.aaro.ca

New Members

Welcome Chris & Shelley Honcharuk as new members of the Corvette Club of Windsor. We should have pictures later of their 2019 Corvette, which is hiding under its winter wraps.



Hi everyone!

My name is Chris and my wife Shelley. I am a 35 year Ford worker and my wife is a cashier. Ever since I was a child I wanted a Corvette, this is my bucket list! Now we bought a 2019 Stingray. Bucket list complete. That's why we joined the Corvette Club, to keep the dream going, looking forward to meeting you all.

Thanks, Chris and Shelley.

Members leaving the Club

We are sorry to see the following members resign from our club.

Denis & Andra Bellavance

Enzo & Karen Carboni

Ralph & Linda Harvey

John Petro, Jr.

You will all be missed and are welcome back any time.

Members Special **Corvette models and the stories behind them**

After my request for stories for the winter issue of our Newsletter, I received the following from Ron Packer:

“Here is a winter wood/cabinet project I made a while back to house some of my corvette models. I have a number of collectibles in both 1/24 and 1/18 scale that I have collected over the years.”

Of course my curiosity was peaked and I had to respond with a story of my own regarding storage cabinets for collectibles. Here is what I wrote back to Ron.



“I have a street rod friend, Wayne, in Michigan who had to sell his 1929 pick up truck because of macular degeneration. We both worked on our trucks at the same time, just different locations, mine was '28 his was '29. Wayne had a body and roof kit for the wood throughout the truck cab and I traced all the pieces on cardboard. I saved big bucks making them myself, especially the wooden B pillar door posts.

Here is a picture with Waynes' truck in grey primer and Wayne in the background, with mine, Joan & I, in front. Picture taken at Auto Fest Frankenmuth, Michigan car show a few years back.

Now here is the reason I was telling you (Ron) this stuff. Wayne now has a large collection of Packard models that literally fills the garage he had for his little truck. He shares the space with his wife, Marcia, who collects piggy (coin) banks. Like you (Ron) he has made several of the display cabinets from scratch. Others he converts display cabinets from stores that have closed up. Don't ask me how he does it because he is virtually blind. Works with a magnifier and pure skill.”

With all of the gobble-de-gook left behind here is Ron's real story.

“About 30 years ago, my son bought me a 1/18 scale blue 1957 corvette made by Burago at the Den For Men (Devonshire Mall). Since then I have been collecting various 1/18th and 1/24th scale models over the years. I had subscribed to the Franklin Mint Collectibles and started purchasing their new releases on a regular basis. I also began purchasing new releases from the Danbury Mint Collectibles. It got a little out of hand and for a number of years I stopped purchasing any of the models. However, when I purchased my 2003 Z06 corvette on retirement I also renewed my model collection only this time I concentrated on corvettes only. A number of years ago to tidy up and display the models, I built an oak cabinet to house most of the 1/24th



scale corvettes. It has been a lot of fun over the years in collecting these cars and I have since slowed down but still purchase the odd corvette model when the urge presents itself.” Ron Packer



Looks great Ron



When I sent Enzo Carboni pictures in January of his place in Palm Springs, California, Karen, his wife, responded by telling me to go in ask for my free drink on Enzo. Guess where that got me? Thanks Enzo, I thought I was your friend. Shame on you!



Route 66 – Peter & Joan in January picking up the pieces that were missed before. St Louis to ---

This winter, Joan and I drove to Palm Springs, California with our bicycles on the back of her SUV. In the past we have travelled down several parts of Route 66, but had missed all of Illinois and most of Missouri, some of Arizona and all of California. With Ed Jones doing the Illinois section in September, we decided to add a day and drive Route 66 from St. Louis to Joplin, Missouri to pick up the Missouri part we had missed. When we got to Santa Rosa, New Mexico, we learned Interstate 40 was blocked for several hours due to wrecks from the snow. We had to detour via Santa Fe, New Mexico which by fluke was the old Route 66 route that we had missed when we did our Pace Car trip with 38 Corvettes from Joplin, MO to Tucumcari, NM. When we got to Albuquerque, New Mexico we found out I-40 was closed east of Flagstaff and the mountain pass that we had planned to drive up through Oatman, Arizona to Needles, California on Route 66 was also closed due



to snow. Too bad! This was the twisty, windy climb that tested the cooling systems of those old cars, not to mention the steep descent that tested their brakes on the other side of the divide. We cancelled our hotel in Arizona and drove 12 hours straight to Palm Springs. We battled a snow storm through the mountains for half the trip, but fortunately Joan had brand new, all season tires, all-wheel drive and brand new wiper blades with loads of washer fluid. Just goes to show you best be prepared!



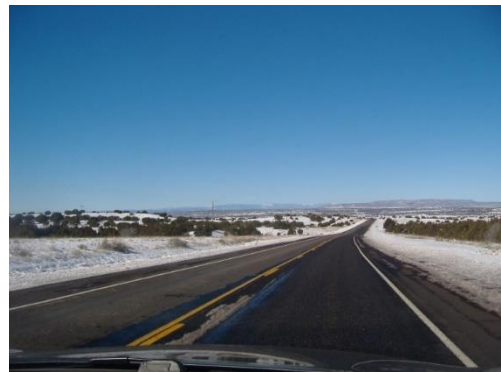
After a month in Palm Springs we planned to go on up the coast of California. Of course we had to follow down Route 66 from San Bernardino, California to the end of Route 66 at Santa Monica pier, just as Ed Jones had done some time back.

We have now driven the entire length of Route 66, except Illinois which we will do with Ed and the Club later this year. Here are some pictures from our latest adventure.

The states where some parts of Route 66 were mostly new to us.



Here are examples of the roads we encountered





Just some of the sights we saw





So great to see so many refurbished classic gas and service stations





And now the end! California



Corvette travels of Dale and Brenda Myers

The National Corvette Museum, in Bowling Green Kentucky, was a good stop for us to wait out a major rain storm.



We visited the National Corvette Museum in February. We were pleasantly surprised with the exhibits and of course the sink hole story. The exhibit of the 8 cars when they sunk in February 2014 is impressive and found it interesting that 5 were so damaged in February 2014 that they couldn't be restored. The exhibit showed media coverage of the day when it happened.

They have all the years on display and even the rare 1983 that a worker said was worth 5 million dollars. A good trip for any Corvette enthusiast.

Dale and Brenda Myers





Club Events

January 14, 2019

Jenny's not cooking nite

There was a "Jenny's Not Cooking" dinner Monday, January 14, 2019 @ 6:00pm at Gilligan's on Walker road but nothing to report.

Saturday January 12 – Sunday January 20, 2019

Barrett-Jackson Scottsdale Auction

Barrett-Jackson[®]

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS[®]

I don't know if anyone from the club was able to get to Scottsdale to take in the incredible exhibition that is known as Barrett-Jackson Auction - Scottsdale 2019. I managed to catch about half an hour of the auction on TV Friday, January 19. To me it was terribly discouraging. For the half hour I watched, NOTHING sold for less than \$80,000 – that's US dollars!!! Am I behind the times or has this market gone insane? Here are some of the cars I noted in that time period:

Major modified '69 Camaro - \$145,000

'63 Corvette split window - \$120,000

'69 Chevy Nova - \$120,000

'69 Chevrolet Blazer - \$120,000

'57 Ford Thunderbird - \$132,000

'62 Ford T'Bird - \$120,000

'67 Corvette - \$125,000

Now here are some pictures and stats I took off B-J's website showing even higher numbers. Now, some of these were "Charity" cars which always bring exceptional numbers, but a Toyota Supra for over 2 million dollars!!!



**1967 Corvette Custom Convertible -
\$330,000**

**1969 Chevrolet Camaro RS/SS Custom Coupe -
\$242,000**





2019 McLaren Senna - \$1,475,500

**2020 Toyota Supra – 1st production
VIN 20201 - \$2,100,000**

**(Imagine what numero uno rear engine C8
Corvette will bring)**



**1955 Chevrolet Bel Air Convertible -
\$363,000**

**(Should make the tri-five Chevy group feel
good)**

At least the following are “charity” cars.

**Lot #3008 2020 FORD MUSTANG SHELBY
GT500 VIN 001 \$1,100,000 Charity**



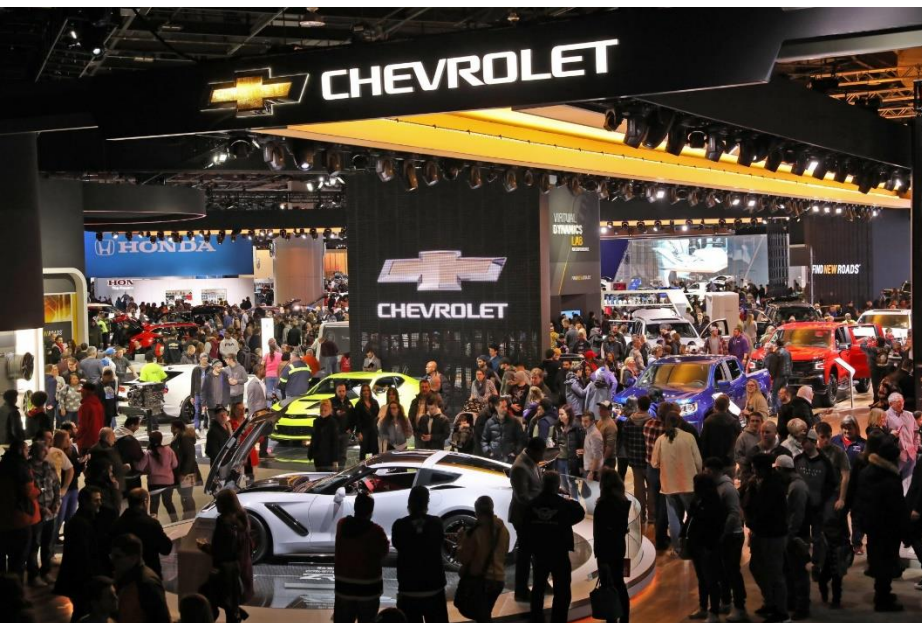


2015 Shelby Mustang GT350R - \$500,000



Lot #3007 JEFF GORDON'S 2016 CHEVROLET CORVETTE C7.R - \$400,000 for charity

Mon, Jan 14, 2019 – Sun, Jan 27, 2019
North American International Auto Show



Sorry this is all I have regarding our favourite automobile from this great event.

January 21, 2019

January Club Meeting

25 members attended the first Corvette Club Meeting in 2019 On January 17, 6:30 pm at Central Park Athletics. Nothing more to report.

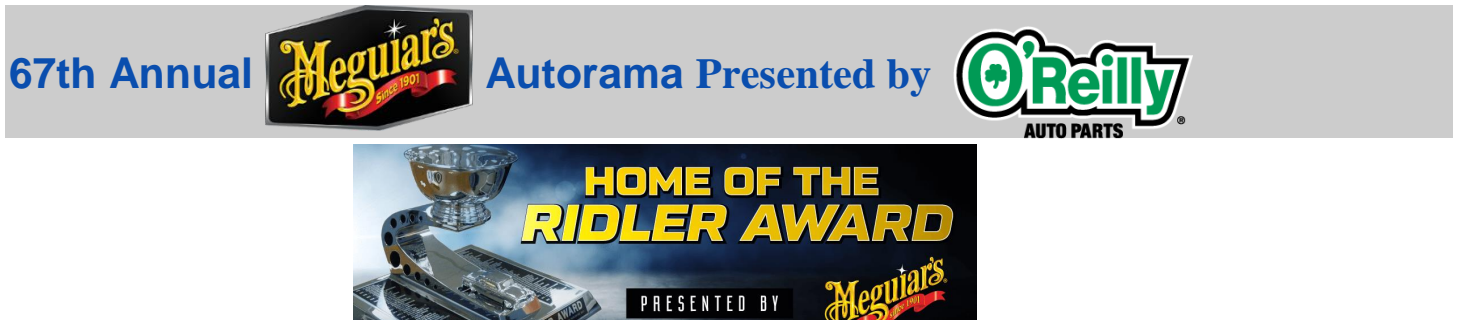
February 21, 2019

February Club Meeting

Our next monthly meeting for the Corvette club of Windsor was on February 21. 17 members in attendance. Purchase of Walkie Talkies put on hold. The editor of C "Fast Past" recently passed away. Condolences and sympathies forwarded. Upcoming events discussed. Corvette Depot offering discounts to members – more next meeting. Enzo & Karen moving to New Brunswick to be with their son and will be leaving the club.

March 1 - 3, 2019

Detroit Autorama, billed as America's Greatest Hot Rod Show was held March 1 through March 3.



Sorry only reference I could see to Corvettes was the installation of LS engines in exhibit cars.

There were, however, lots of Windsor cars represented. A special acknowledgement has to be made to the students at Kingsville, Ontario, District High School. More than 80 students at the school worked for over three years on a purple coffin dragster, based on a car from the TV show The Munsters. Their efforts paid off when they won two first place awards, one in the Special Interest Motorized category against cars built by hot rod shops or owners and best in the High School category.



Gord Osborne, left, a transportation technology teacher at Kingsville District High School, and students Paige Roddy, Grace Vermeulen and Alec Tonkin pose with Dragula 2.0 on Tuesday at the Canadian Transportation Museum in Kingsville. The purple coffin dragster — based on a car from the TV show *The Munsters* — was built by about 80 students and won two awards at the Detroit Autorama show. DAN JANISSE WINDSOR STAR

March 12, 2019

Another “Jenny’s not Cooking” night was held on Tuesday, March 12 at Southside Grill, 2032 Dougall Avenue, Windsor.

March 13 – 16, 2019 - Super Sebring



1000 Miles of Sebring plus 12-hours of Sebring on March 11-16



Antonio Garcia, who drove a Corvette in both races, said the race weekend was difficult, with Corvette Racing contesting both the World Endurance Championship (WEC) and IMSA rounds on Sebring, which were held on consecutive days. The team finished third and eighth in the IMSA race. Running three teams proved a challenge with the number 63 car finishing 8th in the WEC race. Well gained experience though!

March 21, 2019

March Club Meeting

Dan opened meeting by introducing new members, Chris and Shelley Honcharuk to the club. Purchase of new walkie talkies put on hold. Gary presented treasurer’s report. Ron said he currently has 57 preregistered for our Waterfront show. Bryan is to contact the sponsors when he returns from Florida. Ed Jones is coordinating goody bags and prizes and storing at his house. Ed reported on progress for the Club Route 66 tour leaving on September 19. He has organized hotels, restaurants, events and we shall only drive 80 – 110 miles per day. Still room for two more Corvettes to drive Route 66 from Chicago to St Louis. Lynda has been asked by the Slingshots motorcycle club if they can join us on our June cruise and dinner to Wolfhead.

Approved. Lynda also setting up trips to Paula's in July and Mia Casa in May. Ron Packer talked about the lunch cruise to Erieau and R&M in Chatham on May 4. The R&M visit is a special invite, with no photos, to see the restoration of the Windsor streetcar as well as other rare exotics to look at. Many car shows coming up – see under following "Future Club Events on Friday June 21 – only cars 25 years old permitted. Car show downtown Chatham plus R & M exhibit. Plans are in place to all park together, just off the main street. Shakers at Serbian Centre June 2, by invitation only. CCCC judges have been asked to attend the Wasaga Beach Corvette show on May 26. Lynda asking if September meeting can be moved one week forward to avoid the Route 66 trip. Approved to Thursday, September 12. Ed suggested info for 2020 show be included in Goody Bags. Corvette Depot handing out discount cards to members – must register on line. Mike Giroux is hoping to get Arms Bumanlag (I hope I have the spelling correct) from the CBC as well as Jim Chrichton with CTV to support our show. Dan told us about Ori's nephew who is building a heated storage facility. Ed Jones warned of problems with tire split if not stored over 40 degrees fahrenheit.

Future Club Events

Saturday, May 4, 2019

Our first cruise of the 2019 season is scheduled for **May 4, 2019**.

We will leave as a group out of Windsor heading to Erieau for lunch at 12:00 noon at Molly and O.J.'s. Following lunch we will enjoy a behind the scenes private tour of the RM Restoration Facility and Museum.

Friday, May 17, 2019 -- Sorry I am not certain of the date of this event.

Annual Kingsville District High School 7th Annual Car Show – 170 Main St., Kingsville.

Friday, May 31, Saturday, June 1 &

Sunday, June 2, 2019

Steve Plunkett's Fleetwood Country Cruise In, London, Ontario

Check the flyer here for details on each day or go to their website.

www.fleetwoodcountrycruisein.com/2019.html

Fleetwood COUNTRY CRUIZE IN
London ON, Canada
Multi-Charity Event
May 31, June 1 & 2 2019
An Automotive Extravaganza Like No Other
The **BIG TOP SHOWS** Return!

Fri. May 31 Tickets: \$105, PP
"WHERE THE ACTION IS" Multi Band Show
Paul Reverse's Raiders

Sat. June 1 Tickets: \$155, PP
Dinner Show
Featuring Tony Orlando in Concert

Other performers: Mitch Ryder, Peter Rivera (New Earth Lead Singer), Gary Lewis & The Playboys

Car Show: Saturday, June 1 & Sunday, June 2 7AM - 5PM
Customs ▣ Hot Rods ▣ Classics ▣ Specialty Vehicle ▣ Bands ▣ Celebrities
Vendors ▣ Secure Parking ▣ Food & Refreshments

Saturday, June 1, 2019

Essex Rocks & Rolls Car/Motorcycle Cruise In Essex, ON

Talbot St & Wilson Ave, near Essex Memorial Spitfire Monument and the Essex Historical Train Station

Saturday June 1st, 2019 – 10am to 4pm Contact Suzanne Allison 519-566-8125

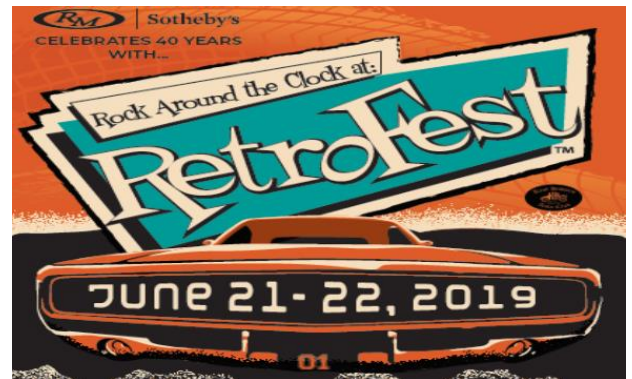
Sunday, June 2, 2019 – Shakers at Serbian Club – by invitation only

Sunday, June 9, 2019 — Corvette Club of Windsor – Our own special Waterfront Corvette Show – Dieppe Park.

Friday, June 21, 2019 – Road Cruise night

Chatham RetroFest Classic Car Road Cruise – no newer than 1993 please.

Saturday June 22, 2019 – Chatham Retro-Fest Car Show, Downtown Chatham plus R&M Sothebys 40th Anniversary display



Note to attendees from Retrofest/Downtown Chatham website - The roads will be closed by 5:30am, Saturday, for The KHAC Classic Car Show (**vehicles must be 25 years or older**). Registration will be open at 8:00am at King and 5th Street.

Saturday, July 13, 2019 –

**15th annual Corvettes at the Summit
by Corvette Legends Club**

at Heritage Park, Canton, Michigan



www.corvettesatthesummit.com/

Saturday, July 27, 2019

"Corvette Generations" Car Show 6th annual show at Culver's of Lake Orion, Michigan.

Saturday, August 10, 2019

Corvettes America, 19th anniversary, hosts Michigan's largest all Corvette show at Everest Academy, 5935 Clarkston Road, Clarkston Michigan. Located off I-75 at Sashabaw Road exit 89.

<http://www.corvettesamerica.org/>



Sunday, August 11, 2019

Crown Vettes show will be held on **Sunday August 11th, 2019**

London Ontario

www.corvetteswo.com/show.html



Anyone want to try this?

This is what happens when you use WD-40 as engine oil.

Some brilliant souls decided to see what would happen when you use WD-40 instead of regular engine oil. Their investigation had shown them it was perfect for "engines".



Once the oil was changed it was time for a road test. It seemed that the good fortune from their experiment would end as quickly as it had started. As they kept driving, they heard a groaning sound from the engine. "Oh, she's struggling" said the driver. The backseat rider also said "It's starting to smell".

Before they knew it there was smoke coming out of the front of the car.



Now to test the engine to its ultimate limit, a piece of pipe was used to hold the gas pedal floored and keep the car in "park" so it stayed in place. Everyone placed their bets as to the longevity of the engine's life. You can only imagine how exciting it was to hear the engine scream.

First there was an unusual fire around the rear well. Nobody had any idea what this was about.





Smoke started to come out of nowhere from the front hood, which culminated in a giant fire that erupted suddenly.

Interesting thing was, even though there was a raging fire from the front of the car, the engine miraculously kept running. Finally it died.

The girl with the timer announced that the engine had lasted a total of 3 minutes and 25 seconds.



There have been similar experiments at Reaume Chev in LaSalle when they have their annual car show and cruise. They pull the oil pan and run the engine with NO oil at idle or just off idle. My memory tells me engines last about 15 minutes when run like this, but not at full throttle.

The power of WD-40!



Thanks to Club member Brian Popp for the following article:

LIVING

How counterfeit car makers are scamming enthusiasts

By [Michael Kaplan](#)

Jerry Seinfeld was accused of auctioning off a counterfeit Porsche. Getty Images; Gooding and Company



Mike Craig's 1967 Corvette 427 was impressive. Pearly white on the outside, with a Caribbean-blue interior, it cost him \$97,000 to buy and another \$20,000 to detail.

In 2013, the retired restaurateur took his collectible car to the prestigious National Corvette Restorers Society's Midwest meet in Joplin, Mo., a first step toward exhibiting it at a national show.



As Craig, 76, recalled to The Post, he had a smile of pride plastered across his face — until the event’s top judge rendered a devastating verdict.

“It felt like 1,000 pounds had been dropped on top of me,” Craig said.

He was told his beloved automobile was a counterfeit. (A bogus data plate inside gave it away.)

“They told me to take the car off the show floor,” he recalled. “I had to load it onto the trailer and leave like a thief in the night. It was embarrassing.”

He’s not alone. In February, comedian Jerry Seinfeld was sued by Fica Frio Limited over the 2016 sale of a 1958 Porsche Carrera GT — for \$1.54 million — which court papers call “not authentic.”

(Last Monday, Seinfeld filed a third-party complaint against California dealer European Collectibles, which sold him the Porsche.)

While it’s impossible to know how many counterfeit cars are on the collectibles market — “We only hear about the ones that get publicized,” said Mike Gulett, who publishes MyCarQuest.com — the problem is big enough that lawyers specialize in these cases.

“If there is enough value in it, you have people willing to make cars out of thin air,” said Bryan W. Shook, a Pennsylvania attorney with a practice called Vintage Car Law.

“We had one client with a very rare [1960s] Chevelle Super Sport. He paid \$100,000 ... He was so thrilled that he wanted to find out how rare it was. He hired an expert who [said], ‘The paperwork is real. The car is fake.’ ”

In that case, Shook alleged, someone spent \$25,000 for the paperwork from a Super Sport that had likely been totaled. Then a car was made to match the paperwork, complete with a forged identification or VIN tag.

The jig was up when the body panels were found to have been made before the car in question was produced. (Shook’s client reached a settlement with the seller.)

According to Kevin Mackay, a Corvette expert who runs Corvette Repair in Valley Stream, LI, it's not that difficult to get the parts to build counterfeit cars, typically cobbled together by rogue mechanics with access to body shops.

"This is big business," Mackay said. "You start with, say, a low-end 1967 Corvette and buy it for \$30,000. Put in a big-block motor that was built a couple of months before the car's body and restamp the serial number on the engine [so it matches the car]. You put the hood-stripe on, change some of the suspension pieces, the rear end, the tachometer, the oil-pressure gauge. Michael Craig poses with his fake Corvette. Mike Craig

A car that cost \$80,000 to rebuild is then worth \$200,000.

In Craig's case, it was found that the Corvette's interior and exterior colors were changed and the engine and rear axle were replacements — all to make the car look factory authentic.

It was a fakery that left Craig some \$100,000 in the hole, including the costs of a failed lawsuit, after he sold it for \$55,000. (The buyer knew what he was getting.)

Sometimes, the good guys win. Todd Morici, of Morici Motorsports in Clifton, NJ, saved a client \$3 million on a vintage Maserati by doing a metallurgy test on the chassis.

"It should have been built with 10 percent chromium and molybdenum, along with the steel, in order to make it lighter. The test told us that the car had a fake chassis because neither material was present," Morici said.

"[The alleged counterfeiter] bought the car for next to nothing, spent maybe \$200,000 on building the fake car and tried selling it to my client as the real thing for \$3 million. My client thought he was getting a bargain."

Making it more believable was a compelling back story that was true for the car that some of the parts came from — it had crashed on a race track, hence the alterations to the chassis.

"Cars that have stories, stay away from them," Morici said. "Unless the story is a positive one."



C4 – great car.

The look ! To me and others, it is all about stance!

Here is how Corvette on Line dropped, lowered, their C4 Project car –
pictures by **DAVE CRUIKSHANK**



CORVETTE
ONLINE

Plus another variation.



Good – I was told that GM provides this extreme wheel well opening so that all their brands could utilize winter traction assists like snow chains. Really! Besides Carla Tonucci, who drives their Corvette in the winter? This is how the Project Car started.

Better – Mid America's C4 Lowering Kit comes with longer rear bolts with Nyloc nuts, lower profile front spring pads, and a set of shims. Unfortunately only lowers car one inch in the front. Rear can be lowered more with bolts.



Best

Here, Mike Gill from suburban Toronto, shows us how it's done with his 1994 Admiral Blue Corvette ZR-1. He "ash canned" both plastic transverse springs and opted for a set of coil overs that he tweaked a bit for his application.

In my mind this is fantastic, but each to his own.



Now here is the comparison – you decide which way you like it.

Here's some vintage photos



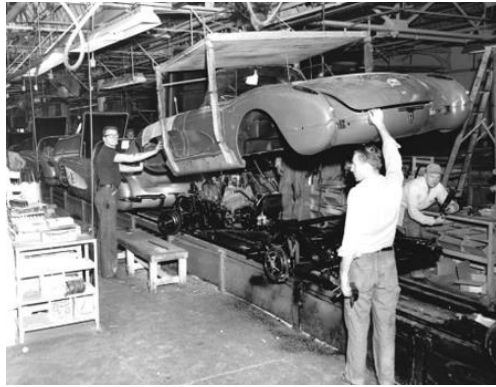
This picture on the right courtesy of Moe Dupuis' post on Vettes of Essex Kent.

More vintage Vettes

St Louis Union Station 1956



'59/60 body to frame



'63 Split window coupe



Is that her hair style that is distracting him?

Thanks to Mike Giroux and his Vettes of Essex Kent Facebook page

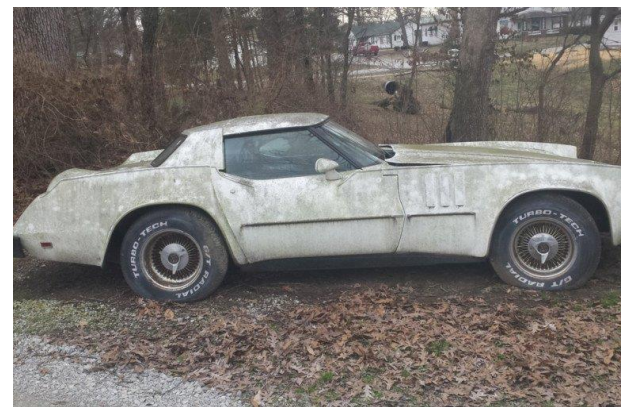
Cartoons & Sayings

Where does Barry finds all of these?



Love it, or hate it. What do you think?





Corvette general news

My Corvette Story: José Lopéz' Corvette Enthusiasm Is Life-Sized, Even If His Corvettes Aren't



By ANDY BOLIG CORVETTE ON LINE



I want to introduce the reader to how I came into this hobby. I like to refer to it as “Corvettedom”, that is the Corvette Kingdom. I am 36, and though I have not yet achieved my lifetime goal of owning a Corvette, I consider myself Corvette crazy.

I’d say around 1986/1987 is when the bug bit me. I was just a kid when the new Fourth-Generation or C4 Corvette debuted. I remember vividly, because there were convertibles in 1986, when the drop-top returned to the Corvette fold. Also, the wheels were missing the black center caps. Back then, in the Showroom of Anthony Abraham Chevrolet (later AutoNation Chevrolet), I recall telling my dad I wanted the black one, a coupe. My dad is a GM guy and I



owe my Corvette obsession to him. At the time, he had a new 1986 Chevrolet Camaro Sport



Coupe – the base one. A little silver car without any frills or wide bodywork, it was a car that I loved. Despite its six-cylinder engine, it still had a nice little kick to it.



I have collected Corvette memorabilia for years and appreciate Corvette's racing history as well as the performance street-drivers.

The Corvette always was, and currently remains my elusive dream car. I drooled over owning one all through my adolescent years and up into adult-hood. My heart is set on the C4 generation, specifically a '91-'96. I attend shows, meets and races such as the Sebring 12 Hours. I have amassed a huge collection of models, books and memorabilia, with some very rare oddities in the collection. I look to the future and God willing, to owning one someday.



It was a huge thrill to see some of the historic racers from the '60s. While my version is slightly smaller, my enthusiasm is full-size!

I love them all, so any year, any condition would be great. As long it drives, I don't ask for much else. I wait anxiously to see what the General dishes out with the upcoming Zora model or C8 or mid-

engine, whatever they choose to call it. I would love to see the traditional V8 continue as well. Preferably as a front-engine model, sold side-by-side with the mid-engine car. I'm not interested to see any hybrid or electric versions, such as the Porsche 918 or LaFerrari, as I think the legendary V8's song is music to my ears.

The epitome of Corvette coolness, I got an opportunity to visit both the Corvette SS and one of the original 1963 Grand Sports. I have adored these cars and having a die-cast of each one is a thrill to me.



The Mid-engine car, as most Corvette guys know, has been on the back burner since the 60s. My personal favorites are the non-rotary, mid-engine Corvettes. I really like the XP-882 or "Corvette Prototype" of 1970, before it morphed into the Four-rotor and later, as the AeroVette. Its sharp angles, wide and low presence appeals to me more than the later iterations of the car. There is no denying, whatever Corvette will look like or will feature, it will not

completely satisfy all of us. Whether traditional Corvette buffs such as myself (I still miss the pop-up headlights and the round taillights) or any other armchair enthusiasts, there are surely features that we'll have to warm up to. It will turn heads regardless, and it is my humble opinion that it will bring more non-Corvette people into Corvettedom. I think my love affair will continue no matter what happens when the C8 is released and I certainly hope to one day, call a full-sized Corvette my own.

13SHARES

Hertz Rental '63 Ski Car Sells At Barrett-Jackson



By ANDY BOLIG JANUARY 22, 2019



The price you pay for a Hertz rental car from their retired fleet of autos can vary greatly, depending on how recently it's been retired. Take this rare 1963 Split-Window Corvette for example. Sure, the fact that no more than 10 of them were ever created will contribute to its value, but also, a quick look at that split rear window will let you know that this is one of the most sought-after Corvettes of the midyear generation, even with its 250-hp, 327ci base engine.

While there's not a boat-load of torque to be had by some burly big-block, the way this car was intended to be used, that was the last thing you needed. Instead, when the folks at Luby Chevrolet, Hertz and Chevrolet got involved, they were looking to supply for the needs of jet-setters and snow-bunnies in their search for the perfect powder on Colorado's snowy slopes.



The base car is an Ermine White/Red coupe with a 250-horse 327 and two-speed slush-box. Not your typical high-water mark in hammer pricing, but the car's rarity, documentation and condition helped carry it in value.

There are many ways to get to the lodge, but for a select few who flew into the Denver airport, Hertz and Chevy dealer Joe Luby devised a way for them to show up in style. Hertz purchased these Ermine White and Red coupes through Luby Chevrolet and outfitted them with the requisite ski rack, snow tires and automatic transmissions, since banging gears was the last thing on anyone's mind driving through the frigid, snow-capped mountains of Colorado.



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The car was complete at auction with the correct ski-rack, snow tires and the reportedly, unused spare tire.

This car is the only known example of these special edition Corvettes, and just crossed the auction block at the [Barrett-Jackson auction](#) in Scottsdale, Arizona. With so little history as to the previous selling prices of these special editions, and at a no-reserve auction such as Barrett-Jackson, it was anyone's guess what the bottom-dollar would be when the hammer dropped.

As it stands, the car had several things contributing to its value. Save for a relatively recent re-paint, the car is amazingly original for a "Rent-A-Wreck", where the premise, "Drive it like you stole it!" was perfected. It still has the original engine, transmission and various other components that fit snugly under the "numbers-matching" banner. It has also been NCRS judged and comes with a complete history documentation and the original rental plate from 1963.

According to the Barrett-Jackson listing, it also comes with the original dealer order showing Hertz as the original owner, an original GM warranty booklet signed by Joe Luby, owner's manual and radio instructions. It also has the never-used original spare tire, snow tires, and Hertz badge on the dash.



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The red interior is original and still retains the special Hertz

badging that was installed during the car's time of service. Other documentation for the car included communications between General Motors and Hertz, a GM Warranty Booklet to Hertz signed by Joe Luby, and detailed parts list.

Hagerty lists a "regular" '63 Corvette coupe (if there IS such a thing) in good condition, as valued around \$98,200, and a number-one, excellent example tops out at around 142,000 big ones. While it was anyone's call whether the re-paint would reign supreme in dictating the car's collectability or if the sheer rarity of the car would carry it over the threshold. In fact, it seems that the combination of rarity, overall condition AND the accompanying documentation helped carry the car's hammer price into the higher echelon of '63 Coupe values. The fact that it had some light bodywork to highlight that curvy figure simply helped reduce the eye-strain when considering everything else. Likely the same could be said of a few of those who rode in the car back in the day. But I digress.



At the end of the day, it's still a nice, documented example of a one-year production Corvette. The split-rear window helps both date, and value this coupe. We've got to wonder, how much more difficult would it be to see out that rear glass with a bevy of snow skis stacked up behind it?

Overall, we think this car serves as a fine example that there are still enough cars out there, hidden in small, niche segments of the hobby to keep it interesting. There IS a value in quality, and solid examples with unquestionable documentation can have great value, even without the huge horsepower numbers. When the hammer finally fell, bidding settled upon \$132,000 for this unrestored, original split-window coupe. While not ringing the bell at top-dollar prices, we think the buyer got a great deal on a car which you're not likely find another at shows, other collections or even, at the slopes.

Tips and other Fix It ideas

Finally I understand why cars have these things...



'Glass Condolences

Here is still another sad story

Wrecked Vette Wednesday: Unlicensed Teen Destroys Mom's C4 Corvette



Photo: Corvette Blogger

It is hard to forget the temptation of taking a family member's performance car out for a little cruise before one has their license, but those with a conscience typically resist the urge. [Corvette Blogger](#) ran across an unfortunate incident where a 16-year-old boy decided to take his mother's '96 C4 Corvette out for a little spin, and of course things went horribly wrong.

Taking the keys, the teen decided to test the limits of the C4's performance on Huntington County Road 200 North in Andrews, Indiana. While following a friend, the teen C4 driver decided to channel

his inner knucklehead as he attempted to pass his buddy on the wrong the side of the road; during the attempted pass the young driver lost control of the Corvette and crashed as he swerved to avoid hitting an oncoming car.

Needless to say, the teenager's mother was not excited to hear that her son had totaled her Corvette, but at least he was still alive. To make matters worse, this brilliant teenager did not have a driver's license or insurance, so things are likely to be a little dicey at home for the next few weeks. Despite totaling the C4, the driver sustained only minor injuries that did require treatment at a local hospital, but he was later released. It is hard to imagine what the punishment that his mother will determine is fitting for the destruction of her prized Corvette, but it is safe to say that the Corvette Online faithful could come up a few excellent suggestions.

Peter Roberts editor



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