

Horsefeathers Car Show

On Saturday, August 2nd, the Early Mustang Club held its annual Horsefeathers event. This year, as in the previous two years, the event was held at the beautiful Northfield Stapleton downtown area. This is a wonderful place to hold a car show. The weather was perfect, and the show was well run.

If you like Mustangs, Thunderbirds, Falcons and other Ford products, this is the show for you. Be sure to check for information on next years show on the Mustang club website: www.earlymustang.com



Corvette Museum update: Blue Devil heads to GM for restoration in September - by Kurt Ernst



The day after a sinkhole swallowed eight cars at the National Corvette Museum in Bowling Green, Kentucky, General Motors held a press conference on-site to declare it would oversee the restoration of the Corvettes. In the months since, all eight have been recovered and placed on temporary display at the museum, but GM has been silent on its role in the restoration process. Now, according to the National Corvette Museum, the 2009 Blue Devil prototype will be returning to GM for restoration following the museum's Labor Day 20th anniversary celebration.



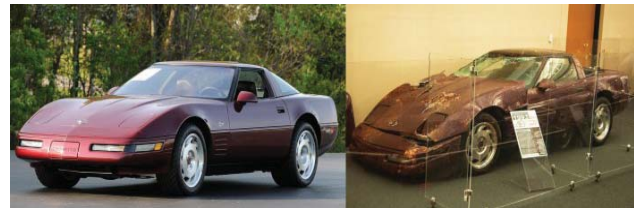
GM has sent crews to inspect the eight cars retrieved from the hole, but the fate of the remaining seven remains something of a mystery. Of the eight cars damaged, the Blue Devil and the 1993 ZR-1 Spyder were on loan from GM, and remain the property of the automaker. It makes sense that GM is covering the repair of the Blue Devil prototype, as the car was among the least damaged in the collapse.



The fate of the 1993 ZR-1 Spyder prototype, remains far less certain. Though significant to Corvette history as a design study, the car never entered production. Damage to the car is extensive, and probably beyond an acceptable cost of repair, leaving its future in the hands of General Motors.



Another candidate for restoration could be the millionth Corvette produced, a white 1992 convertible built on July 2, 1992. Though badly damaged in the collapse, the car is likely not beyond saving, and given its role in history could prove to be significant enough that the cost is justifiable to the museum (or, perhaps, to General Motors).



The 40th anniversary 1993 Corvette, is in a similar state of damage. Unlike the millionth Corvette built, however, this example has no unique historical significance.



The 1.5 millionth Corvette, a white 2009 convertible unearthed on April 3, is also extensively damaged. Purchased by the museum for its historical significance, the car was finished in the same white with red interior livery as the original 300 Corvettes constructed in 1953. Though only one 1.5 millionth Corvette will ever exist, the cost of its restoration remains a topic of discussion.



The 1984 PPG Pace Car, with its rear section sheared off by a large slab of concrete. Any restoration would require extensive fabrication, raising the question of when does a car transform from "restored original" to "recreation of the original?"



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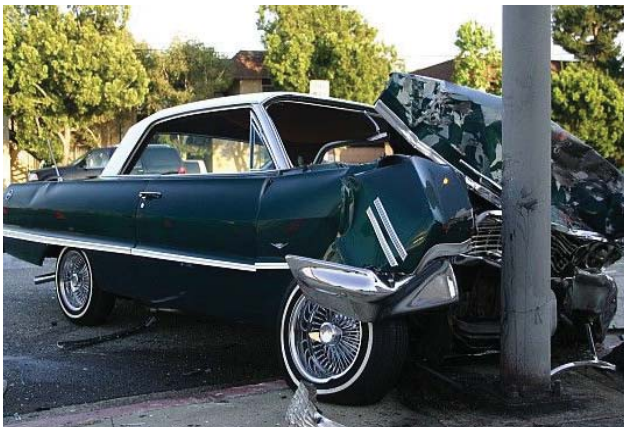
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Ouch!!!! (I hate it when that happens.)



I only have one question: Why? (I guess the answer is: Why not? — Some folks just have too much time on their hands.)



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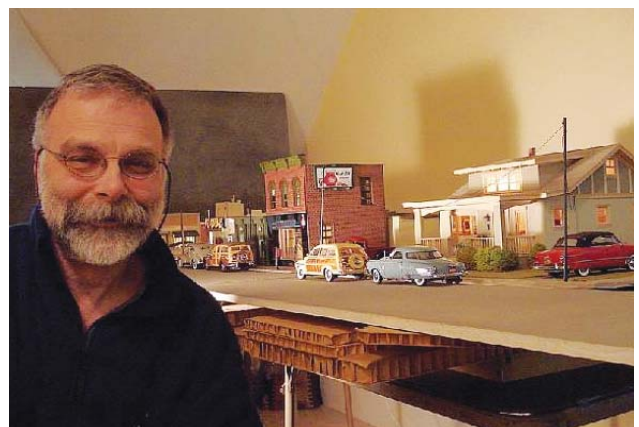


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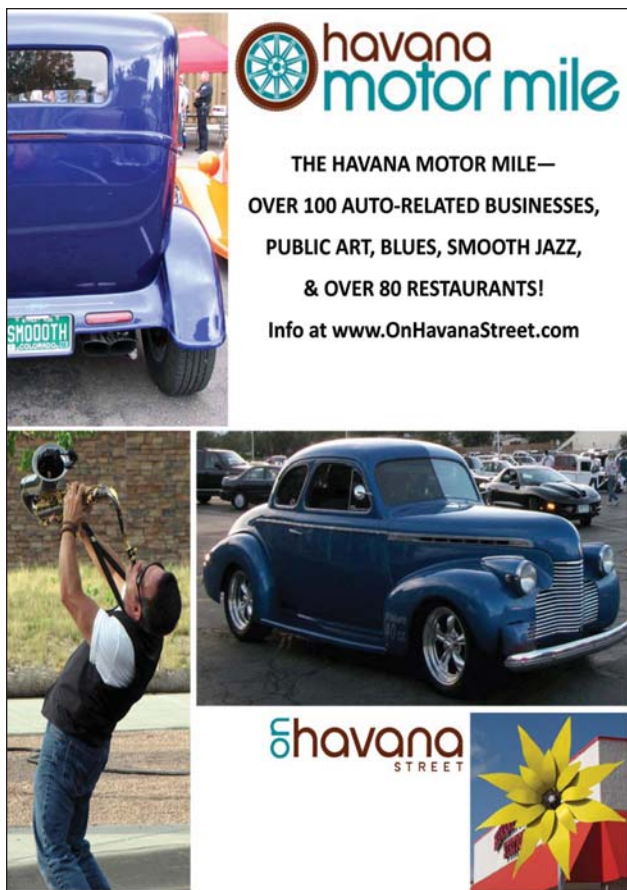


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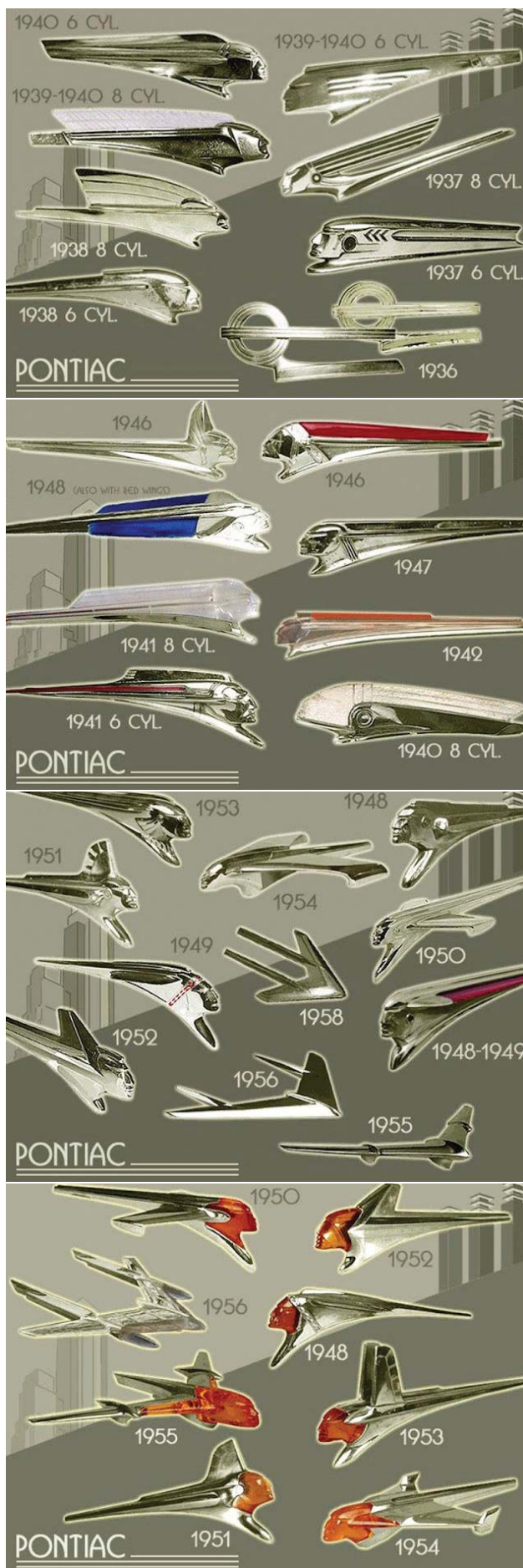


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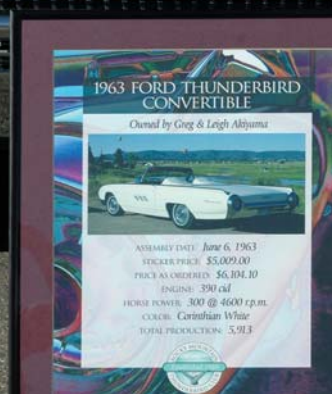
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Greg Akiyama / Publisher / 303-680-8298

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

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