



C5

2004 • Z51 • convertible • magnetic red II • light oak top & interior

Z16 or magnesium or CCW drag wheels • appropriate tires

Z06+ suspension & brakes • six point roll bar

409 c.i.d. / 800 hp blueprinted engine • tube headers w/ Z06 Ti exhaust

460LE w/ transbrake • 3800 stall converter • 4.10 rear • N<sub>2</sub>O power adder

high 9 second ¼ mile • 0 to 60 2.9 sec • solo2 autox wins

bad to the bone street machine



C6

2007 • Z06 • LS7 • 505 horse power • 427 cubic inch V8 • velocity yellow





## functional works of art

The Corvette by Chevrolet certainly fits the title.

This ebony, ivory and silver billiard cue and its accompanying carrying case also fit the title.

Handcrafted by world renowned cuemaker Jerry Olivier and casemaker Ron Thomas in collaboration with scrimshaw artist Sandra Brady.

These excellent representations of 'functional works of art', when combined together, create a unique masterpiece to adorn the collection of any connoisseur of fine pool cues, Corvette aficionado, art lover or pool player.

Jerry Olivier of Pearland, Texas has been handcrafting exceptional cues since 1995.

He personally creates a limited number of fine instruments each year. Jerry uses state of the art equipment capable of exacting tolerances of fit and finish that result in a billiard cue that will be playable for many generations.

Mr. Olivier drives a 1978 25<sup>th</sup> anniversary Vette that was previously on display in the Corvette Museum and also owned a 1997 Corvette.

Ron Thomas of Lafayette, Louisiana has been hand crafting fine leather custom cue cases for a quarter of a century.

Sandra Brady of Mondova, Ohio has been a scrimshaw artist for more than 30 years. She began winning art awards and honors in 1991. Sandra's work is in private collections all over the world and on display in museums.

Thanks to Corvette artist Scott Teeters for his input and assistance.

Cue and case were built by commission for Dick Abbott.



◇ the billiard cue ◇

- ◇ six scrimshawed ivory points and ovals trimmed with .032" .999 sterling silver inlaid into a forearm of jet black gaboon ebony
- ◇ six scrimshawed ivory windows and ovals trimmed with .032" .999 sterling silver inlaid into a butt sleeve of gaboon ebony
- ◇ decorative rings of silver and ivory in five places
- ◇ ivory butt cap with rubber bumper
- ◇ ivory flat face joint with a 3/8" x 10 titanium pin
- ◇ two Canadian hard rock maple shafts with 13mm pro tapers, ivory ferrules with black fiber pads and layered pigskin tips
- ◇ black lizard leather wrap on the handle
- ◇ custom ebony, silver and ivory joint protectors
- ◇ the cue is 58" long and weighs 18.5 ounces
- ◇ one-of-a-kind work of art that will appreciate in value
- ◇ "the Billiard Encyclopedia" by Victor Stein features this cue in the upcoming third edition
- ◇ the cue will forever be a piece of published billiard history

◇ the cue case ◇

- ◇ fine Italian kid skin black leather
- ◇ chevy bowtie leather insert
- ◇ elephant ivory cap with '57 'fuelie' scrimshaw art



my six generational choices represented on the cue



C1 • 1957 • fuelie • venetian red & arctic white  
283 cubic inches creating 283 fuel-injected horse power



C2 • 1967 • tri-carb 427 • greenwood green  
the last Sting Ray



C3 • 1969 • ZL1 • can-am white  
Zora Arkus Duntov's toy



C4 • 1996 • Grand Sport • admiral blue & arctic white  
tribute to the '63 Grand Sport



C5 • 2004 • Z51 convertible • magnetic red II  
409 c.i.d. • 800 hp • bad to the bone street machine

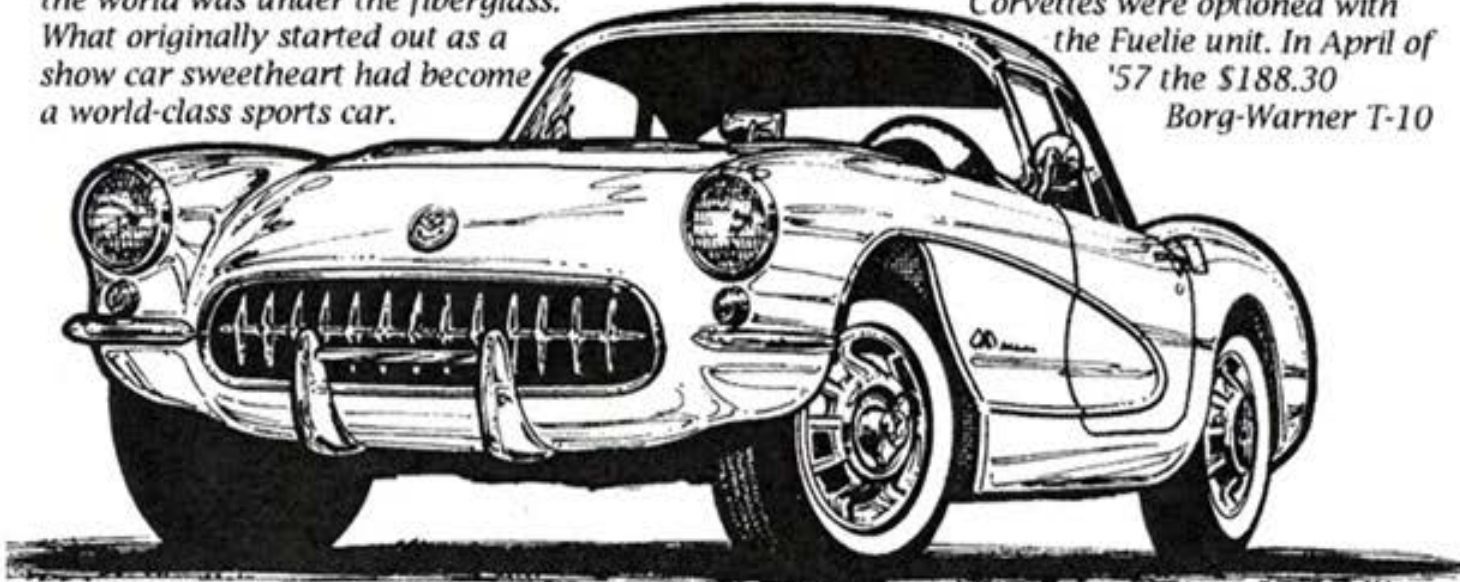


C6 • 2007 • Z06 • velocity yellow  
427 c.i.d • 505 hp • need I say more



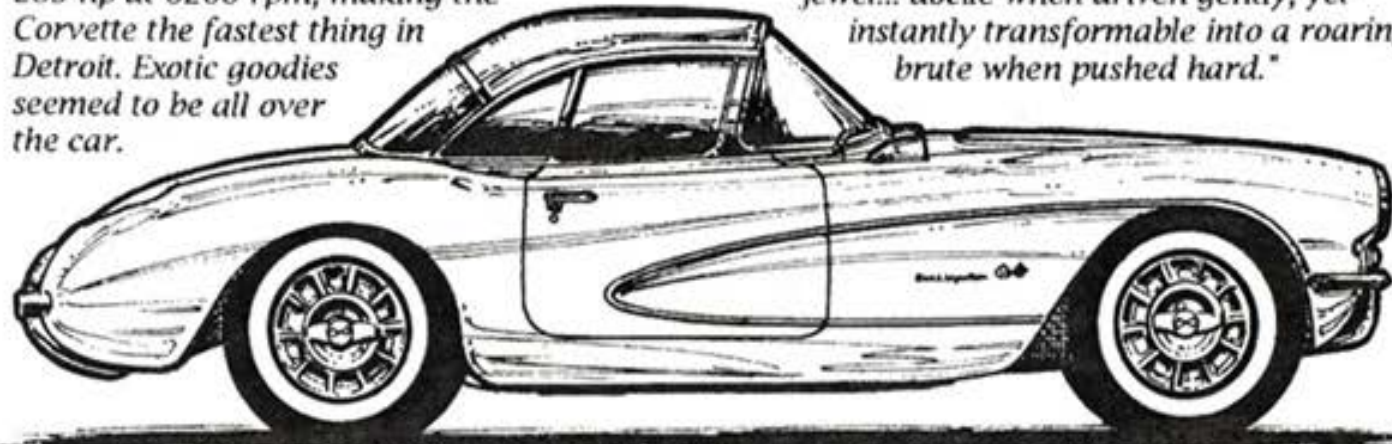
# THE ILLUSTRATED CORVETTE SERIES No. 5

The 1957 Corvette may have looked exactly like the 1956 model, but all the difference in the world was under the fiberglass. What originally started out as a show car sweetheart had become a world-class sports car.



What got the automotive world's attention was the Corvette's new performance ability. In 1957, Zora Arkus-Duntov was named "Director of High Performance Vehicle Design and Development." Zora made sure that almost everything needed to race the Corvette was either already on the car or was just a check mark and a few dollars away on the dealer's sales order form.

The biggest performance item was not only the enlargement of the 265 small-block to 283 cu. in., but the addition of the Rochester "Ramjet" fuel injection option. This was truly exotic stuff in 1957. The "Fuelie" developed 283 hp at 6200 rpm, making the Corvette the fastest thing in Detroit. Exotic goodies seemed to be all over the car.



The fuel injection unit sat on top of an aluminum intake manifold. The Fuelie had high 10.5:1 compression pistons, a Duntov high lift cam, and a special exhaust system that used a cross-over pipe for better flow.

The only downside to the Fuelie was the price. At \$484, only 1,040 of the 6,339 total Corvettes were optioned with the Fuelie unit. In April of '57 the \$188.30 Borg-Warner T-10

4-speed was finally available. Another hot new performance item was the Positraction Axle. For 1957 there were six engines and three transmissions to choose from. The base 220 hp single 4 bbl carb, the 245 hp 2x4 carb, the 270 hp 2x4 carb, the 250 hp Fuelie, the 283 hp Fuelie and a racing version 283 hp Fuelie. There was a 2-speed automatic, a 3-speed manual and a 4-speed manual transmission to choose from.

Performance was simply amazing. *Road & Track* managed 0-60 in just 5.7 seconds, the quarter-mile in 14.3 and a top speed of 132 mph. They called the Fuelie, "An absolute jewel... docile when driven gently, yet instantly transformable into a roaring brute when pushed hard."

At Sebring a four-car Corvette team had set class records against Europe's finest. The Corvette was finally a world-class sports car. Racing had made the car. The ads simply called the Corvette, "The Real McCoy."

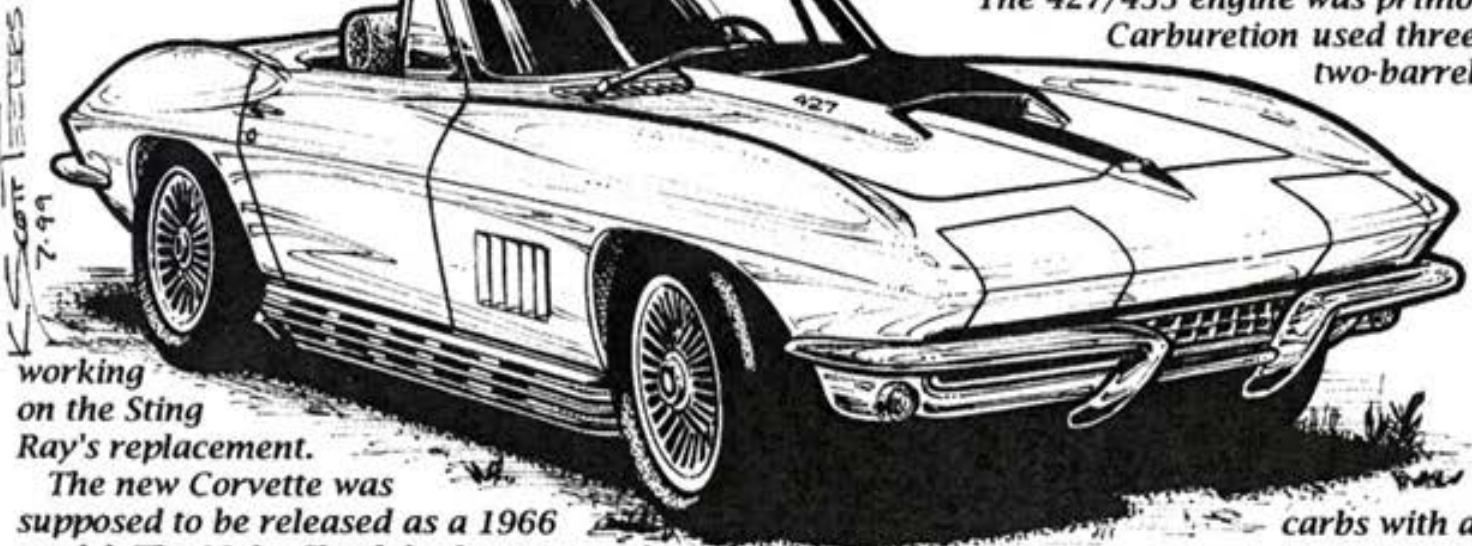
C1



# THE ILLUSTRATED CORVETTE SERIES No. 29

Written & Illustrated by K. Scott Teeters

Sometimes unexpected efforts turn out the best. Such is the case with the 1967 Corvette. It is common for designers to be working on the next generation as soon as a new model comes out. As the 1963 Sting Ray was being shown, Bill Mitchell and his team of top designers were



working on the Sting Ray's replacement.

The new Corvette was supposed to be released as a 1966 model. The Mako Shark had unexpected problems that had to be solved, in addition to internal directional struggles. Zora Arkus-Duntov wanted a mid-engine Corvette while Mitchell pushed his Mako Shark II design. Although the Mako Shark II was a smash hit on the show car circuit, the car suffered from front end lift and Duntov didn't like the reduced visibility the sexy, budging front fenders created. Mitchell won the layout battle and toned

down the styling while Duntov's team made the Mako Shark II styling into a real car. Performance hounds went ga-ga over the 1967 Corvette, especially the 427/435

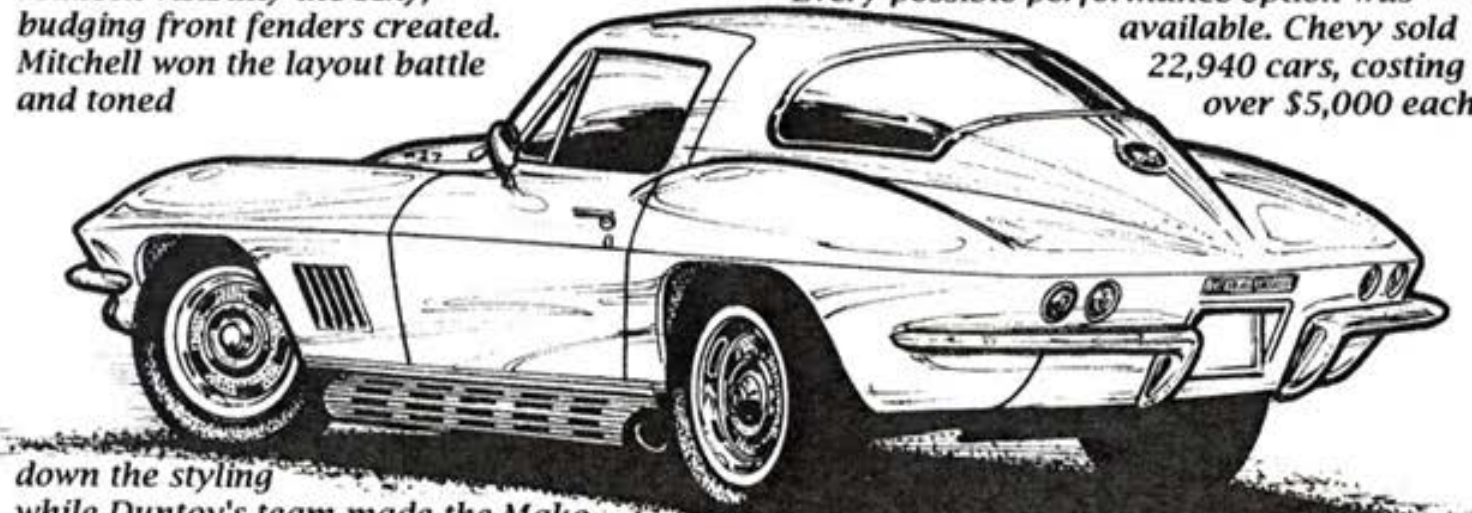
C2



The "Finished" Sting Ray  
1967 CORVETTE

horsepower version. Visually, the '67 model was clean as can be. Gone were the fake vents, scoops, and badges. Front fender vents featured five angled slots and the big-block had an aggressive looking hood scoop. Hub caps were replaced with five-slot, 6-inch, steel rally wheels with chrome beauty rings and caps. The 427/435 engine was primo! Carburetion used three two-barrel

carbs with a progressive, vacuum-operated linkage that only used the center two-barrel carburetor for normal driving. If you put your boot into it, the remaining two carburetors cranked out amazing power. With the right gears and a four-speed, quarter-mile times in the 13s were standard, with a top speed of 140+ mph! Every possible performance option was available. Chevy sold 22,940 cars, costing over \$5,000 each.



Although more 1966 cars were sold, 27,720, the 1967 427/435 model is one of the most valued cars in Corvette history.



# THE ILLUSTRATED CORVETTE SERIES No. 34

Written & Illustrated by K. Scott Teeters

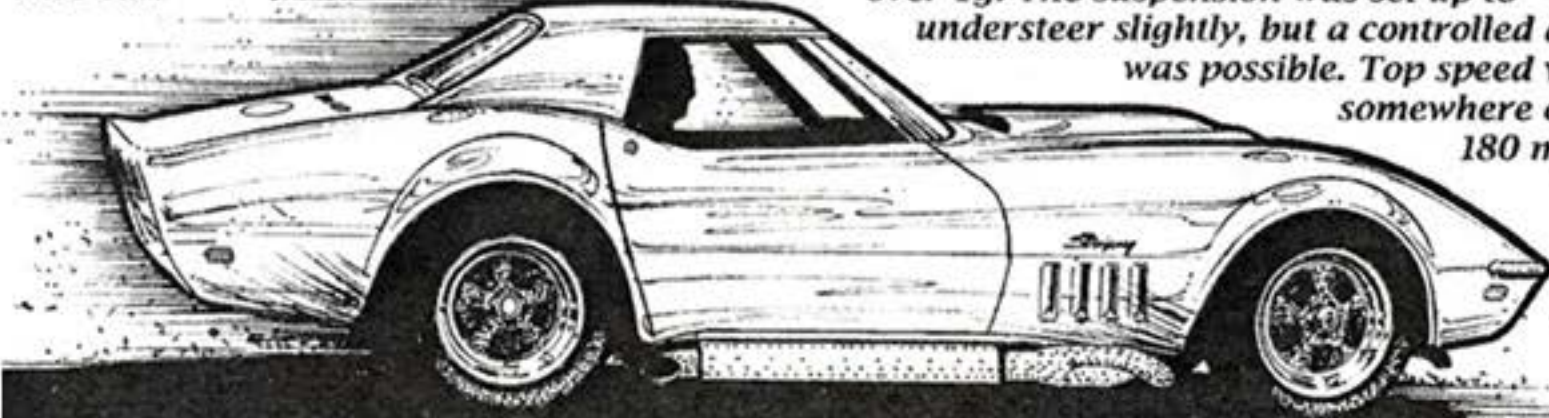
Being Chief of Engineering for the Corvette surely had its perks. In 1969, Zora Arkus-Duntov showed the press his latest "mule car", a completely optioned-out for road-racing ZL-1 Corvette. The public finally had a glimpse of what it was like being in the beast.

Duntov was the best friend that any Corvette owner ever had.

First and foremost, he was a sports car racer. His "vision" for the perfect Corvette was a lightweight car with a high-revving,

high output engine. The big-block 427 was not his ideal. However, the all-aluminum 427 made more power than anything at GM, plus it weighed as much as a small-block!

To show off what the '69 Corvette was capable of at the high end of the performance spectrum, Zora and his team built a Corvette the way any racer would. Starting with a "stock" L88-optioned Corvette, he then added the optional ZL-1. Like racers, they removed anything that didn't look like a race car.



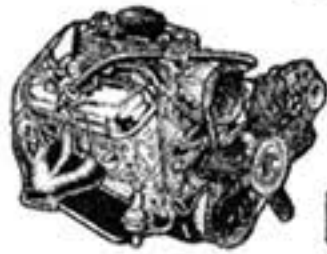
All non-essential parts were removed: bumpers, upholstery, radio, spare tire, headlights, and heater. Then the good stuff was added. Cast-iron exhaust manifolds,

mufflers, and pipes were replaced with steel-header side exhausts. Racing mag wheels were 15 inches in diameter by 10.5 inches wide with non-D.O.T. approved, racing tires.

Using the roadster body with a fixed hardtop roof, the only body mods were huge fender flares, the optional ZL-2 domed hood, and a lip along the leading edge of the hood to keep it from blowing off at 180-plus mph! This car was never driven on a public road, as it was a "research vehicle" only.

Needless to say, Duntov's toy ran like no other Corvette ever had up to that time. With 3.70 gears and a close-ratio four-speed, and not shifting like a drag racer, Duntov could hammer the quarter-mile in 12.1 seconds at 116 mph. In tight corners and heavy braking the '69 ZL-1 would pull over 1g. The suspension was set up to understeer slightly, but a controlled drift was possible. Top speed was somewhere over 180 mph!

Costing over \$10,000, Zora's ZL-1 was twice as much as a stock Corvette. The cool thing was that so much great stuff was available from your local Chevy dealer.



## 1969 ZL-1 CORVETTE

The \$10,000 "Megabuck" Corvette

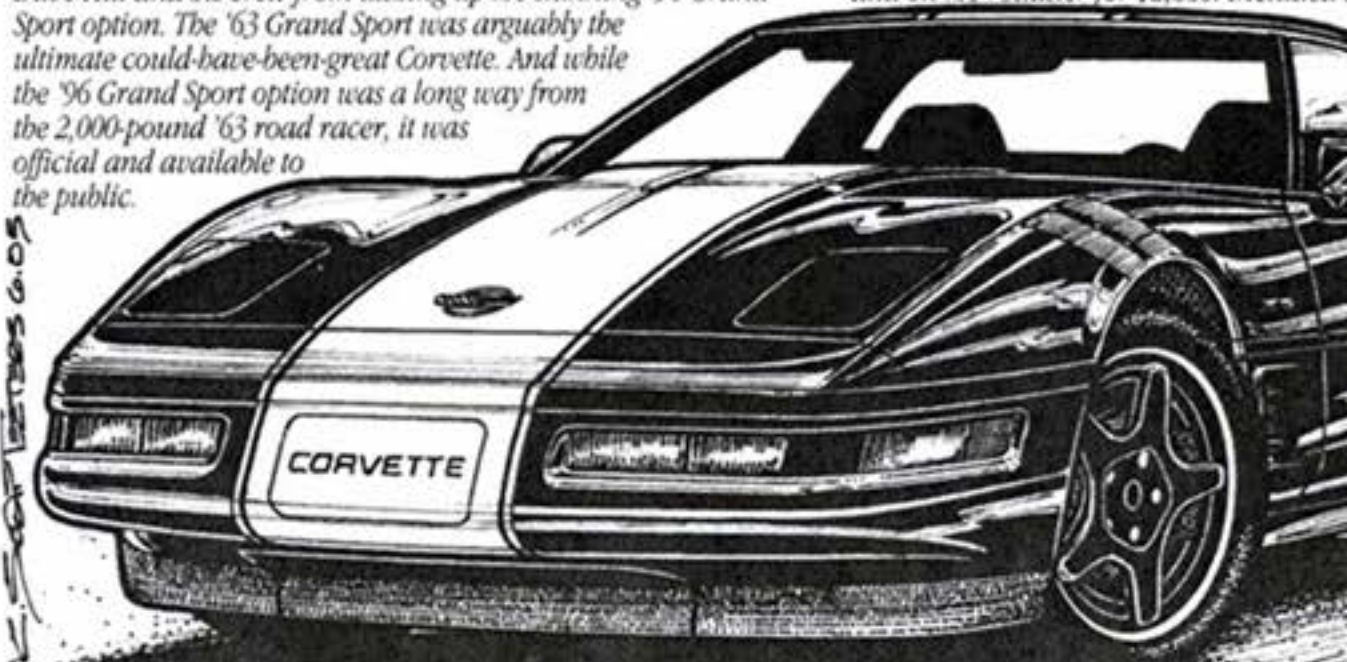
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# THE ILLUSTRATED CORVETTE SERIES No. 100

Written & Illustrated by K. Scott Teeters

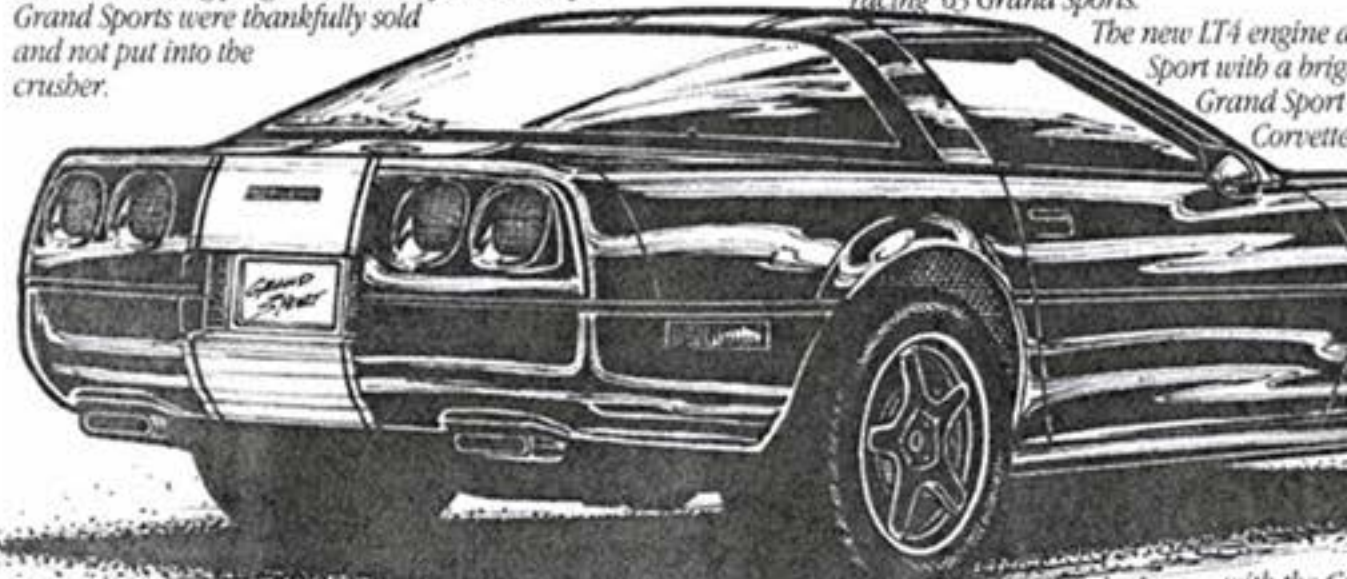
The new C5 Corvette was behind schedule, but that didn't stop Dave Hill and his crew from dishing up the stunning '96 Grand Sport option. The '63 Grand Sport was arguably the ultimate could-have-been-great Corvette. And while the '96 Grand Sport option was a long way from the 2,000-pound '63 road racer, it was official and available to the public.

K. SCOTT TEETERS '03



There were three hot-ticket options for the '96 Corvette. As an interim step for the C5 model, there was the new LT4 engine that was available on all manual transmission Corvettes. This 330hp option put the '96 Corvette in the 13.5-second quarter-mile range. Then there was the Collector's Edition with its Sebring Silver paint and ZR-1-style 17-inch wheels. And for the historic racing crowd, there was the Grand Sport option.

In 1963, then Chief Engineer Zora Arkus-Duntov built five 2,000-pound Corvette replica race cars to battle Carroll Shelby's 289 Cobras. When the GM brass found out about Duntov's backdoor racing program, the axe fell and the five Grand Sports were thankfully sold and not put into the crusher.



In the late '80s Corvette racer and engineer Dick Guldstrand built modified Corvettes that he called Grand Sport 80, followed by his stunning G890 Corvette in the mid-'90s. But for some odd reason, Chevrolet stayed away from using the Grand Sport tag until 1996.

The Grand Sport option was available and on the roadster for \$2,880. Included

the white stripe that ran over the hood, top, a blacked-out ZR-1 five-spoke wheels that used P255/45ZR17 tires in the front and P315/35ZR17 tires in the rear. Rather than use the ZR-1's wide rear body flares, the Grand Sport's rear body flares were covered with fender flares designed for the '63 Grand Sport. The interior could be either all black or all white with unbraided Grand Sport trim. Other options included black brake calipers with raised Corvette serial number sequences, similar to the ZR-1. The Grand Sport was added to the driver-side front fender of the racing '63 Grand Sports.

The new LT4 engine and Grand Sport with a bright chrome Grand Sport Corvette

with the Grand Sport coupe cost nearly \$53,000. To insure exclusivity, only 810 coupes and 190 roadsters were built. The Grand Sport option was part of the C4 Corvette. Duntov would have been

C4