

**"HIS PLANS WERE TO KEEP  
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CONTINUE ENJOYING IT."**

**PRE-**



BY ANDY BOLIG ■

# DESTINED

THIS '92 SHOWS THAT WORKING AHEAD OF SCHEDULE IS REALLY A GOOD THING!



**STEPPING OUT OF THE DEALER'S OFFICE ON APRIL 21, 1992, VAUGHN DUCK, WHO HAD PREVIOUSLY OWNED A '64, '74 AND '86 CORVETTE, KNEW EXACTLY WHAT HE WANTED, AND HE HAD JUST FINISHED SECURING IT – A BLACK 1992 CORVETTE.**

He also knew exactly what he was going to do with it. His plans were to keep the car for 25 years, have it restored and then continue enjoying it. As we've all heard before, life is what happens while we're busy making other plans. That held true for Vaughn and his beloved '92. It's not that his plans changed much from the original intent. When the C5 came out, Vaughn was one of a group of people who just couldn't cuddle up to the new body style. This didn't hurt his effort to stay on track with the original plan. It's just that the timeline was bumped ahead a little bit, thanks to an overheated engine.

Vaughn's plans were moved ahead approximately seven years because, thanks to a broken heater hose, his car needed some serious attention in the form of some new head gaskets. The opportunity presented itself, and Vaughn, being a reasonable man, understood that going several years ahead of schedule would be better than re-doing similar work down the road. Since the engine was the main

priority at the moment, he decided to ship the car to Lingenfelter Performance Engineering's shop in Decatur, Indiana, for one of its 383ci LT1 engine kits. The inside of the engine was treated with a Callies 4340, 3.75-inch forged steel crankshaft, and JE 10.8:1 forged aluminum pistons. The heads were ported and polished with stainless steel 2-inch intake and 1.56-inch exhaust valves, operated by an LPE-spec camshaft and 1.6:1 rocker arms. LPE included its engine package, coupled with a pair of ceramic-coated headers, a heavy-duty radiator, and all new hoses and belt, so that heat won't ever be an issue with this '92 again.

Once Vaughn got his Corvette back home again, he wanted to continue with his bumped-up timing of plans for his '92. That meant the entire Corvette was to be freshened up to match its new engine. For that, he took his Corvette to J&M Enterprizes in Brooksville, Florida. There, the father/son team started disassembly and documentation of Vaughn's prized ride.

**UNDERHOOD** The underside of the hood on Vaughn's '92 is as clean as the top side. Even underneath, EVERYTHING was cleaned, reconditioned or replaced.





**INTERIOR** The light gray leather interior features six-way power seats, a six-speed and AM/FM stereo with cassette and C/D player.  
**ENGINE** LPE took care of the engine and when the wrenches were finished flying, there were 440 horses hiding under the hood of Vaughn's '92.





**BODY** The entire body was stripped and prepared for the new coat of black paint by J&M Enterprizes. Photo: J&M Enterprizes **CHASSIS** Meanwhile, the entire chassis was dropped out and treated to a complete cleaning and all new bushings, bearings and ball-joints. Photo: J&M Enterprizes **UNDERSIDE** Once everything was put back together, the car was indeed like new, possibly even better. Photo: J&M Enterprizes

Being seasoned veterans in restoring early Corvettes, the duo at J&M admits that this was the first time that they had taken a C4 this far apart for a total restoration, and there were a few interesting finds along the way. One such item that could have easily been overlooked was some interesting stamping marks that were obviously put there at the manufacturing facility. While removing the rear compartment of the interior underneath the convertible's lid, Tim Ames noted some hieroglyphic-type markings stamped into the sheetmetal. Like a seasoned archeologist, Tim

wiped away years of dust, reached for a light and focused his eyes on one person's description of true Americana. There were four stampings becoming obvious after all these years – they were of a baseball bat, a hot dog and apple pie, followed by the Chevrolet Bow-Tie! Point well made!

As the work continued on Vaughn's Corvette, pieces were cleaned and set aside or replaced with new items. Every part of the car was refreshed, restored or replaced. Then it was time to put it all back together again. That is where all of the detailed photos





**SYMBOLS**

These hieroglyphics say it all, "Baseball, hot dogs, apple pie and Chevrolet!" Photo: J&M Enterprizes

really came in handy. The body was to get treated to a new coat of black paint before the entire assembly went back together, and then the interior, engine and drivetrain were soon to follow. To complete the entire package, Vaughn installed a set of chromed ZR-1 wheels and those sinister-looking Grand Sport brakes.

While the original intent was to totally freshen up the Corvette,

those dyno-proven 440 horses that LPE squeezed under the clam-shell hood on Vaughn's C4, it's easy to see that they have reached that goal and then some! Even with the newfound power, the car is still very street friendly and drivable. Vaughn reports that he's having a blast driving the car, and the sound that now comes out of those Corsa exhaust tips is simply - poetry!

Vaughn still intends to have the

car for at least 25 years. Now, since receiving its new lease on life, he can continue to enjoy it even more in its new and improved state of being. He's had many folks stop and comment on how well the car looks and sounds. While that's proof that all the work was well worth it, it still doesn't compare to the smile that appears on Vaughn's face every time he slips behind the wheel and takes this '92 Corvette out for a ride. That was the plan all along!

*Special thanks to the city of Fort Myers for allowing us access to Centennial Park for these photos.*

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