

CHEVROLET CORVETTE ZR1 1995



Mark : Chevrolet
Model : Corvette ZR1
Year : 1995
Chassis : DRMLMZR11C-001
Color : Red
Interior : Black
Side : Left hand
Car location : Switzerland

Built by DRM - Doug Rippie Motorsport USA on rare acid dipped light-weight chassis provided by General Motors

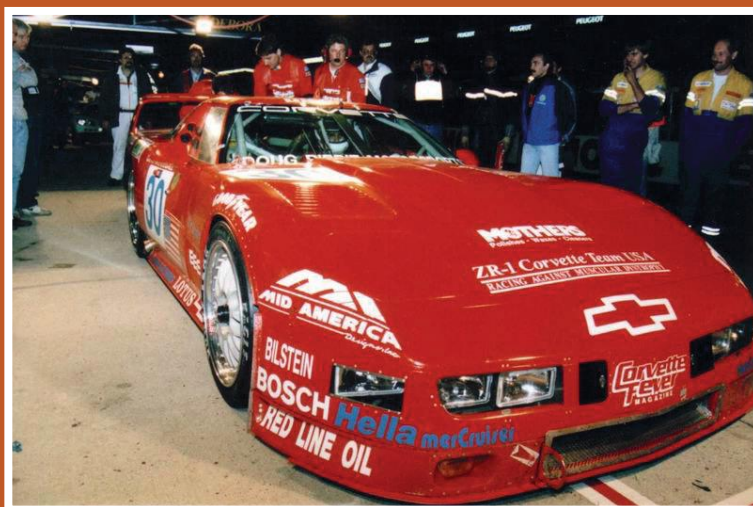
ZR1 Corvette Team USA

Article de presse - Programme du Mans
1995

Cette voiture venue des Etats-Unis est préparée par Doug Rippie Motorsport à Plymouth (Minnesota), un spécialiste Corvette qui a remporté le North American Touring Car Championship 1994.

Le moteur est un V8 de 6,3 litres donné pour 550 chevaux à 7 000 t/mn. Sa carrosserie est signée Bob Riley, le créateur des Intrepid GTP et de la barquette WSC utilisée par le team Dyson dans le challenge I.M.S.A. 1995.

John Paul Junior, neuvième en 1980 et second en 1984, un des pilotes américains les plus expérimentés grâce à ses nombreuses saisons en I.M.S.A. et Indycar, sera entouré de Bill Cooper, journaliste d'une télévision américaine, et de R. Smith.



1995 Sebring 12H

Sebring 12 Hours as # 06, finishing 21st in GT1 / 52nd overall, drivers were Bill Cooper, Scott Maxwell and Chris McDougall.

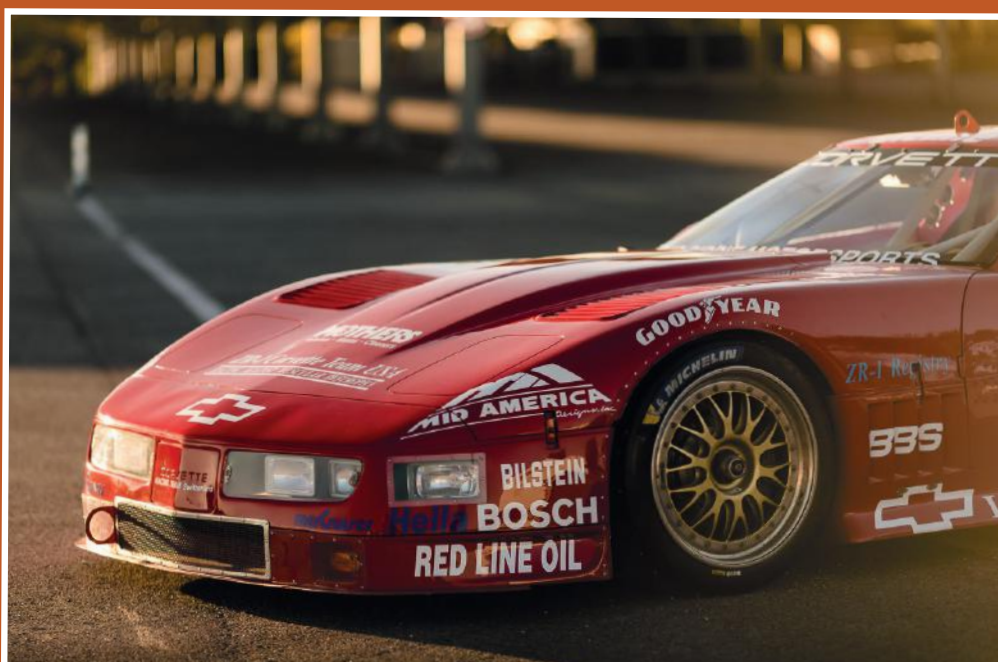


1995 Le Mans 24H

Le Mans 24 Hours as #30, GT1-Class, ZR-1 Corvette Team USA / entered by DRM - Doug Rippie Motorsports USA as "Corvette Team ZR-1 USA" / Racing Against Muscular Dystrophy.
Drivers : John Paul Jr (USA), Chris Mc Dougall (CAN), James Mero (USA).

First and only ZR-1 in History at Le Mans. Equipped with the High Tech Aluminium 32V 4 Cam "Black Widow" engine developed by Lotus Engineering and Mercury Marine and prepared by DRM in Race Trim for Le Mans.

Rippie's red monster debuted at Sebring as a pre-test for Le Mans. Team ZR-1 USA was exempted from pre-qualifying because the French wanted the Corvettes back to Le Mans. After a blown Head Gasket in Qualifying a fresh Engine was installed, but as often happened with entries from USA in the past (because of different fuel type USA / Europe) this engine later also got the same problem. Regardless of its DNF (in the 22nd hour), this car goes down in history as one of the coolest Corvettes to ever hit the track at Le Mans (Information from the Corvette Racing Site)

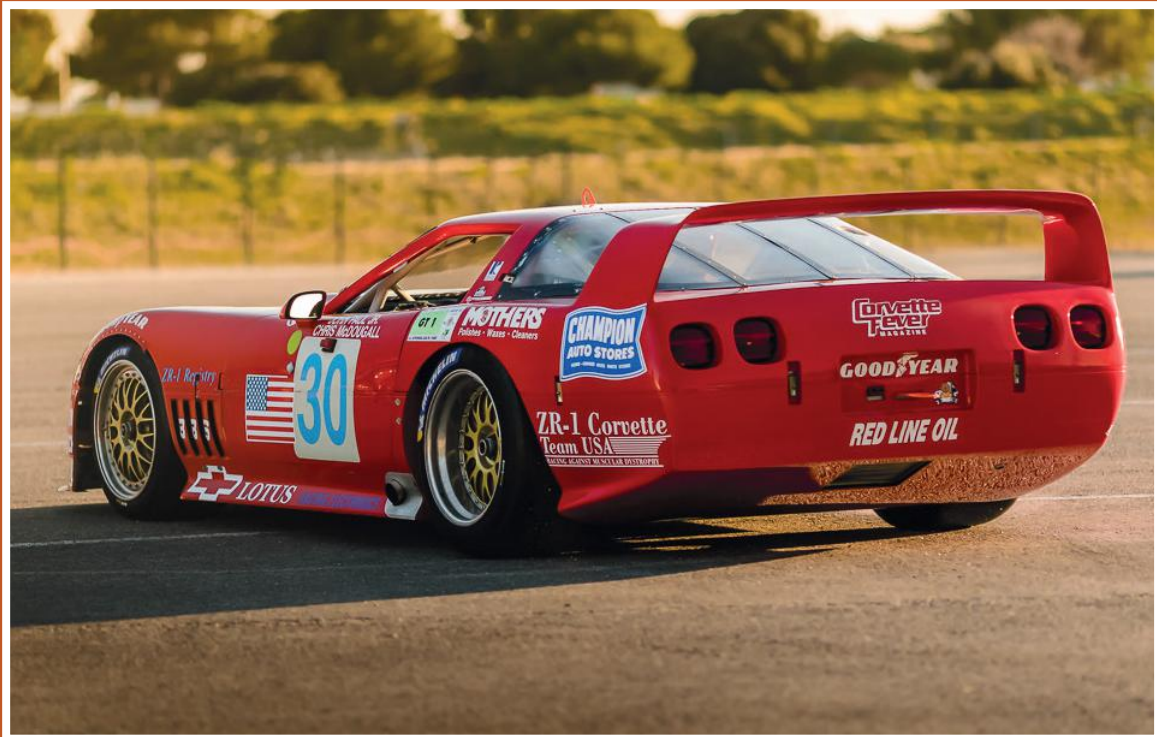


1997 - 2011 Races in Europe

By end of 1996 sold to Heinz Roth Switzerland directly from DRM / Doug Rippie.

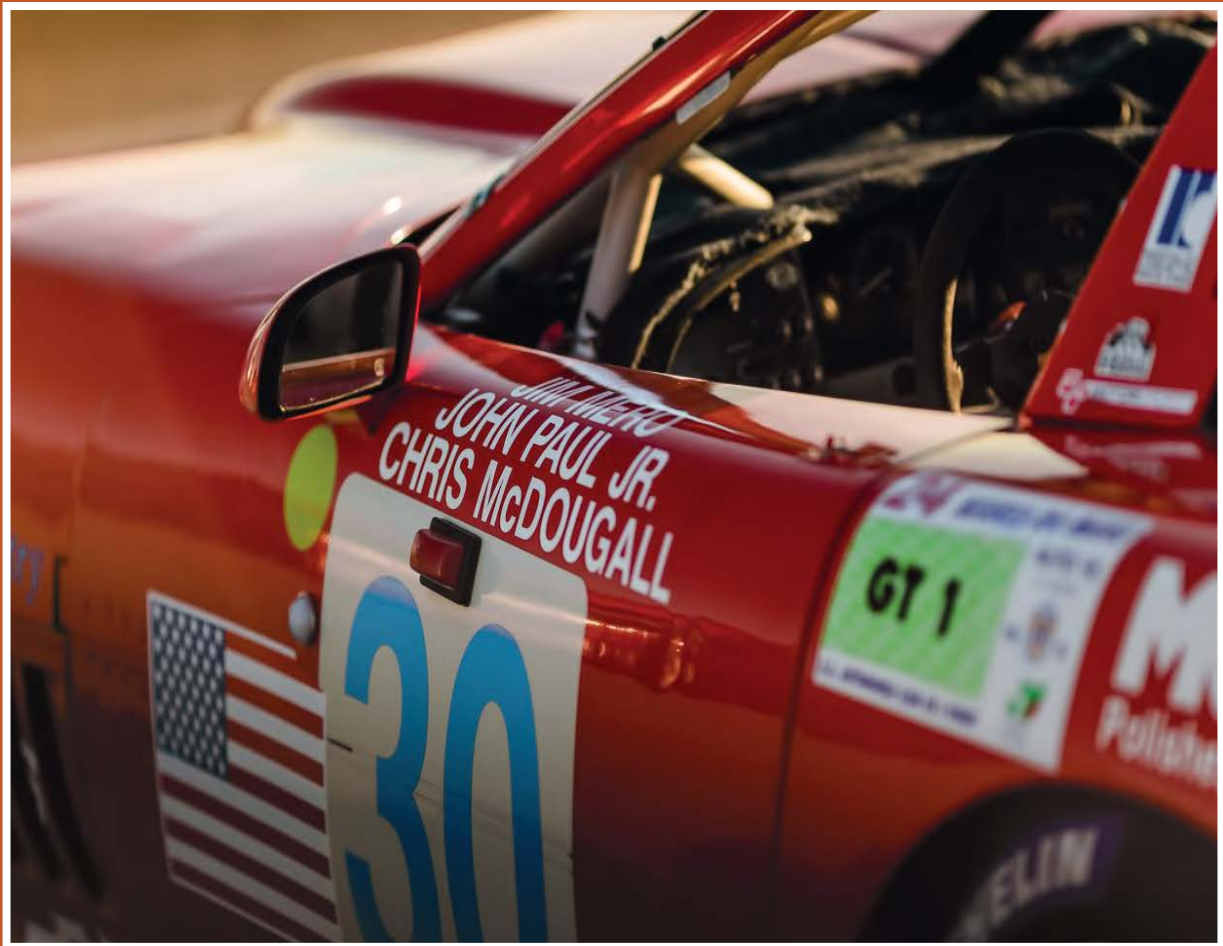
Actively campaigned by well-known Swiss Corvette specialist and racer Heinz Roth in a total of over 100 Races in different Series / Organizations in Europe (Club Europe, Pirelli Touring Car Masters, Garo Race, Swiss Corvette Club International / Corvette Euro Meet, Formel Rennsport Club, DMV German Touring Car Championship etc.).

During this time it finished 43 times on the Podium with 22 Race wins ! It won several times the biggest Corvette-racing event in Europe named "Corvette Europe Meet".



By end of 2011 sold to another owner. Heinz Roth never had the intention to sell "his race car" and never offered it for sale. But to continue to be competitive against new built cars, the only way was to modify the car hardly by installing a sequential gearbox etc. - and this would only be possible by cutting the chassis. We convinced him finally to not make any modifications on the still absolutely original and never damaged chassis ! He liked the idea to bring it back to its former Le Mans condition and agreed to sell/trade us the car against a newer Dodge Viper Racer car with all the modern features to continue to race in modern race series.





2011 - 2012 Restoration in Switzerland

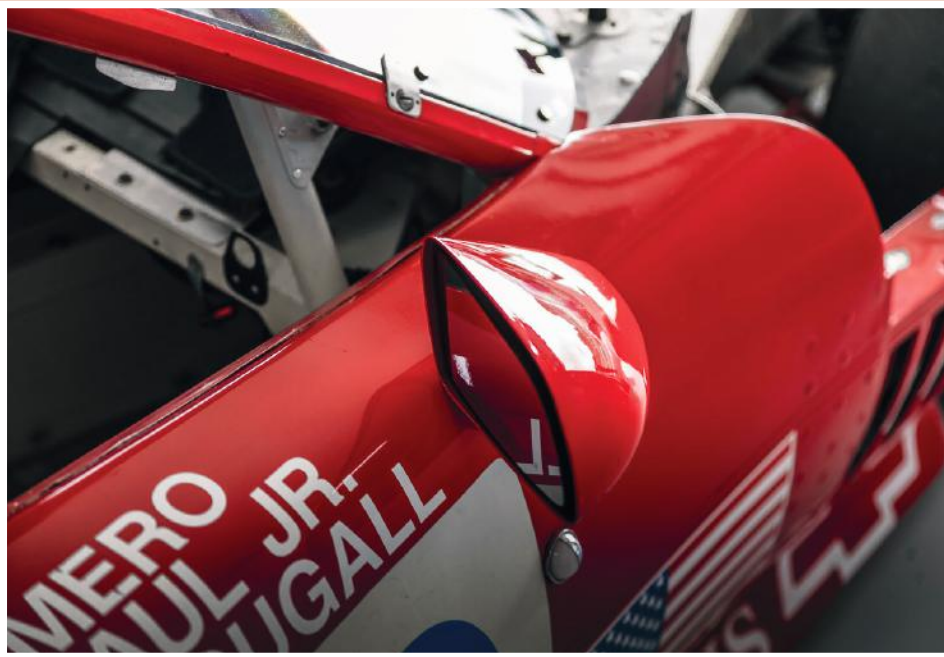
Completely restored back to exact 1995 Le Mans configuration using the original Le Mans body panels. This completely original Le Mans body was carefully protected and put in storage in 1996 when the Corvette arrived in Switzerland (the original Sebring-body was used for all races in Europe - and has been modified with rear wing etc. during this period). The hood / doors / roof and rear body of the car have not been painted during the restoration and have all original stickers on it - they are still like new - unbelievable 100% original Le Mans condition. The front and lower rear bumper and door sills have been repainted and all correct stickers have been reproduced as per Le Mans 1995. All original mechanical components (suspension, brakes, cooler etc..) from Le Mans have been rebuilt and reinstalled.

Engine builder Heinz Roth has completely fresh built a 32V engine using a correct 1995 ZR-1 cast number engine block purchased several years ago as spare (still unused). The unique stainless steel exhaust headers and exhaust system as Le Mans have been custom built. The problematic Weisman 5-speed transmission was a long time changed to a bullet proof G-Force 5-Speed- this transmission was also freshly rebuilt etc. (the restoration progress is documented with many pictures).

The car still has the building team's signatures visible on the underbody tubing. It's basically a tube frame car built around a super rare acid dipped light weight chassis provided by GM (an "original chassis" was required by the period Le Mans rules for GT-1 class). The original technical inspection sticker from Le Mans 1995 is still in the car - and all the race numbers etc. are all original.

2012 Le Mans Heritage Club Display

The restoration was finished just in time to bring it to the special display "Le Mans Heritage Club" during the 2012 "Le Mans Classic" as 1 of 28 invited original and fully documented Le Mans race cars (over 600 race cars and more than 9'000 club cars have been on display, but only these 28 original fully documented Le Mans chassis invited for the very special display). We invited Heinz (who drove so many races with this car and helped in the restoration by building the engine etc.) to drive the special "Lap of Honor" together with the fantastic 1976 Corvette "Spirit of Le Mans", the winning Ford GT-40 coming from Japan, the famous 1950 Cadillac "Le Monstre" from the Collier Collection and other significant Le Mans cars - a very special moment to see this unique Corvette back on the historic track of Le Mans !



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2016 Actual Condition

The car is race ready and fully functional including Stack data system, air jack etc. We still have all original body molds (very precious for such one-off car) and the removed and modified Sebring body, additional front bumper plus many other parts including 3 sets of original wheels, suspension parts etc.



Since restoration completed in 2012 it was several times on the dyno for correct programming and fine tuning (correct computer and program provided by Doug Rippie as original) and only run for the lap of honor during Le Mans Classic. It has not been raced actively since the restoration and is completely fresh in every respect ! It runs on 100 octane gas as normal available.

A huge collection of pictures beginning with the build of the car at DRM, Sebring and Le Mans 1995, several races in Europe, the detailed restoration including new engine build 2012 and Le Mans Heritage 2012 are included.



