Dave McClellan is retired, but his Corvette still sells



surname on to-chester Road is a good argument for installing an anvigation system in your car.

DAN in fact, normally independent of the stalling and bar demortes are plentiful enough without them. But this one was special.

Dave McLellan has spent nearly all of his carcer at General Motors working on the Corvette. This, of course, meant there would be more than one gag about why he couldn't ever get another job. He is, in fact, only the second chief engineer Corvette has ever had we have the country to the second chief engineer Corvette has ever had we have the second the second chief engineer Corvette has ever had we have the second chief engineer Corvette has ever had we have the second chief engineer corvette has ever had we have the second chief engineer corvette has ever had we have the second chief engineer corvette has ever had we have the second chief engineer corvette has ever had we have the second chief engineer corvette has every the second chief engineer corvette has every had been second chief engineer corrections and the second chief engineer corrections are second chief engineer corrections and the second chief engineer corrections and the second chief engineer corrections are second chief engineer corrections and the second chief engineer corrections are second chief engineer corrections and the second chief engineer chief engin

OK, so maybe this makes him the Beetle Bailey of General Mo-tors, the guy who never got pro-moted. On the other hand, that makes Corvette the only car still in production at GM that was es-sentially sculpted and guided by

an individual.

Sculpted is porhaps too strong awed, until you walk around the nutway chossis someone dragged into Periuszello's dining room instead of a cake. Stripped of its body work, the Corvette is a muscular, metallic work of art. The twincam engine is a compact behavior of aluminum, with an elaborate truss bridging the gap to the call and auspension. The bare chassis has a rare quality of drawing people to it, even those without any real comprehension of just how complex and purpose ful it really is. It exudes a sense of power of the control of the

tul it really is, it extues a sense or power.
Frankly, I nover really liked Corvettes. I guess I started out resenting them when they began reding on backwoods road courses in the 1960s, cleaning up with big engines and bad brakes against small cars from Britain. Today they are enormously powerful, competent cars, and I'm still uncomfortable with the styling image.

think about it, the Corvette is one of the few cars made by any company that I still have a strong opinion about.

That is what's so special about the car, and the small group in the glant company that makes it.

I never quite figured out whether the Corvette group, and Dave Mcclellan, were really as iconoclastic as they made them selves out to be.

Sure, they were supposedly working lete at night, stealing parts, awapping engines, going racing, and generally infuriating the big shot on the 14th floor.

But then when the chairman

the nig shots on the 14th 160r.

But then when the chairman wanted to prove he was really a car guy at heart, he went out and had his picture taken next to a Corvette.

Maybe I really don't want to heart.

In the 1909s, cleaning up with big engines and bad brakes equiner small cars from 1918 powerful, competent cars, and I'm still uncompletent cars, and I'm still uncom

Rugs from page 1C

he said. "Construction is very durable. You see 50., 60., 70-year-old rugs and they look great.
"For the average person, you're putting something in a house that lasts 10 times longer than Duront Stainmaster," he said. "You can change it from room to room and take it from house to house."
And value holds, especially for original, one-of-a-kind pieces, Karimpour said.
"You can be assured tit will do

Karimpour said.
"You can be assured it will do
well in the long run," he said. But
he cautioned, "Don't forege stock
investments and certificates of
deposits and put the money in

Persian rugs.
"They're art and investment," he said. "I'm a businessman. I put money where it's safe. Our supply, it's like cash. I could sell

all the pieces in my store in two days."

A rug's quality depends on size, pattern, colors, knots per square inch and foundation.
"My advice is do your homework, learn and set a budget and within the budget try to get the best quality you can," Karimpour soid. "Focus on a particular (kind) of rug so you don't get confused."

The economy, currency value and appecific of a rug will determine value, said Hormoz Altzadeh, proprietor of Azar's Gallery in Birmingham for 13 years.
"Ninety-five, 99 percent of our customers buy Oriental rugs because of decorative aspects," he said. "They will maintain value

or close to value. It may not go up in value, but it won't be like a car after a period of years worth noth-

"Most say, 'I don't want to buy for an investment. I want to buy a beautiful rug for my floor,' " All-zadch added.

"You go to a reputable dealer. You don't fall for advertising. You look around, you compare. We never push. We let people take rugs home to try. The more they learn, the more they feel comfortable, the more they'll come back to us," he said.

James B. Williams, a certified financial planner in Livonia, said he suspects that decorative rugs would be a highly illiquid invest-

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who sent the

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