

# CORVETTE CHATTER

Newsletter of Corvette Memphis Inc.

Spring 2016

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**A Message from Ray:**

**Well, it's here!!!!**

I am referring to **BEAUTIFUL WEATHER**.

Many of you have asked about Mary Ellen. We were leaving a Mustang meeting at a local restaurant when she had a terrible fall. She not only bruised her face (all over), & destroyed her glasses, but broke her right foot in 5 to 6 places.

Her face has healed but she is in a cast for about 6 weeks and then a boot for who knows how long.

At present she can only get around using a walker or wheel chair. Thanks to the club for the card and the well wishes.

*Ray*

## **In This issue:**

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- \* Farewell to David & Phillis Krech
- \* For Sale



## SON SUPRISES DAD WITH NEW CORVETTE

For Tony Rosenbun and dad Roger it's not unusual to travel cross-country and meet-up for a concert or other trip together. What was unusual for this trip was that Tony was not exactly up-front with his dad on everything this excursion entailed. Tony, a career United States Marine (retired) who now owns Motova8, Inc., a leadership seminar company in So. Cal., has been planning this special day for about two years.

"Every now and then I grab dad and take him on an excursion," said Tony. "We travel somewhere - typically a concert. We like music. I never tell him what it is. I just say 'hey we're going, trust me' and he always does. I told him we're going to do something different this time for music. I never told him we were going to see a concert because I didn't want to lie to him. So the 'music' is his new XM Radio."

Tony told his dad that before their music portion of the trip, they were going to stop by the National Corvette Museum for a tour. "He was all excited," Tony said. What Tony didn't tell his dad was that one of the cars on the Museum's Corvette Boulevard was his, and the one sitting next to it was Tony's. "I'm in a fortunate position that I got to buy my father a brand new car," Tony said.

Tony ordered the cars from Karl Johanson of Sunrise Chevrolet, Buick, GMC in Collierville, TN. But how did he know what his dad would love? He played a little game with his dad, asking him what his dream car would be, "Of course he says Corvette... so I get all that information out of him without him knowing why and I ordered him that exact car."

"I thought it was for him or his son," Roger said. "And I just rattled off what I would want, and its here. It's out there right now."

It's not surprising that Roger is a Corvette fan as he retired from General Motors after working in Flint, MI for 38 years. His Corvette of choice? A 2016 triple black Stingray Convertible. This is Roger's second Corvette - his first was a 1958 painted Candy Apple Green that he owned for just a few years.

Tony chose a 2016 Shark Gray Z06 Corvette for his R8C Delivery and it's the second Corvette he has owned. His first was a 2003 50th Anniversary Corvette, purchased while on a Navy ship on his way back from Iraq. That's how Tony came to know dealership sales consultant Karl, who accompanied them during their R8C Delivery.

"The 50th Anniversary had just come out and I knew I had to have one. I had been saving my money and was looking online for a dealer that had one in stock. The car was in such high demand that GM wasn't offering the military discount on it, but Karl hooked me up anyway."

It was both Tony and Roger's first trip to the Museum. "And it was truly amazing. The staff was exceptionally amazing. They really did an extraordinary job," Tony added.

"I don't know who's happier, between him and I," Tony said. But Roger was quick to chime in, "I am." Tony was just as quick to reply that it was his pleasure to make this happen.

So how did they pull one over on dad? "So after our V.I.P. tour I said, 'Well, it's time to tell dad about the music piece.' Earlier I had Shane give me the FOB so I pulled it out and said, 'the music selection tonight is XM Radio on that car.' Then I said to my dad, 'that's your car.'"

"It took all I had not to cry," Roger said.

"You did cry a little," Karl laughed.

"You know, life is short, and I have the ability to do it. And I wanted to do it," Tony said. "Dad and I have been wrenching on cars our whole lives. I worked on a car with him when I was 12 years old. The first car we built together was a 1974 Chevy Vega. We put a small block in it. That was where my passion for cars began, growing up with dad, a GM guy, a Chevy guy. I've always loved cars and he passed that down to me. This is my give back."

It's people like the Rosenbun's who carry on the car hobby and the Corvette passion. Thank you, Tony and Roger, for sharing your special father-son moment with us!





## *Mystery Cruise to Newk's in Collierville May*





# Hot Springs— April







*The winner in Hot Springs*







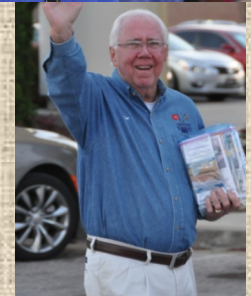
“I THINK THE EXHAUST COMES OUT  
HERE! OR IS IT HERE? I’M NOT  
REALLY SURE?? WHAT ARE THESE  
SHINY THINGS?





**MALIBU EVENT @**

**SUNRISE 4-7-16**





**ANY ONE REMEMBER ?**





# Century Farms    April 16, 2016







# Ron's Trivia

## C3

### C3 ... The "Mako Shark" Corvettes...

| [1968](#) | [1969](#) | [1970](#) | [1971](#) | [1972](#) | [1973](#) | [1974](#) | [1975](#) | [1976](#) | [1977](#) | [1978](#) | [1979](#) | [1980](#) | [1981](#) | [1982](#) |



- For 1968, a factory installed anti-theft alarm system was available as an option, but less than 400 cars were so equipped.
- Pontiac almost beat Chevrolet to the Coke bottle design body, with their 1965 Banshee, a two seater convertible sports car that would have been hefty competition for the Corvette. GM stopped it, and then Pontiac president John DeLorean later became president of Chevrolet.
- T-top does not refer to the shape of the roof, but rather it is short for Targa Top. The original design was a pure Targa but body flex demanded the center bar, discovered late in the design.
- Due to policy changes at Chevrolet, Corvette was treated like all other car lines for the first time, and quality dropped drastically. With bad publicity in most magazines, policy was re-thought and Chevrolet quickly restored independence and higher quality to Corvette production within a few months. Many believe that all 1968 models still carry the stigma of having "the worst quality" of all Corvettes.
- In 1968, all big block manifolds were redesigned to actually sink into the lifter valley as the hood clearance was less than in '67 and earlier models. As such, a 1965 to 1967 big block intake manifold won't fit in a 1968 or newer Corvette with a stock hood and air cleaner.
- The exception to the above was the L-88. It retained the high rise manifold and also received a special hood, which was externally different to the regular big block hood.
- Emission control equipment was installed on the first 1968 models in the fall of 1967 even though the federal law required it only as of January 1, 1968.
- 1968 was the first year an AM/FM stereo radio was offered as an option
- The "Sting Ray name" was not used on the 1968 Corvette, but returned in 1969, this time spelled "Stingray" as one word.
- Corvette had its first all aluminum engine in 1969 as the ZL-1. It was not the first GM automobile to do so, however, being beaten by the Corvair in 1960 and the Buick 215 V8.
- Only two 1969 Corvettes were sold with the ZL-1 all aluminum 427 engine, making them one of the rarest collector Corvettes of all time. *Note: Visit Roger's Corvette Center in Orlando, Florida, for a close-up look at an original 1969 ZL-1.*
- In 1969, the ignition lock was moved from the dash to the steering column. It would remain there until 1997 when it was returned to the dash.
- In 1970, big block engines increased from 427 to 454 cubic inches and the powerful 370 HP LT1 small block engine made its debut.





## Ron's Trivia cont'

- 1970 sales were their lowest since 1962 (only 17,316 units) due to a late start in the production year.
- The first ZR1 performance package appeared in 1970 (not 1990, as some might believe) and included the 370 HP LT1 engine and a host of other performance items.
- 1971 was the last year for fiber optic warning lights, first introduced in 1968.
- The only external difference between the 1971 and 1972 Corvettes is the amber front turn signals and chrome plating on the egg-crate grills on the 1972.
- 1972 was the only year for Corvette "Big Block" engines in the 1968 to 1972 range to have no horse power sticker on the air cleaner lid.
- Beginning in 1972 and continuing thereafter, horsepower would be measured as "net" rather than the less realistic "gross" ratings of earlier years.
- "Pewter Silver" was only offered as an exterior color in 1972.
- 1972 was the only year air conditioning was available with the LT1 engine and since only 240 were so equipped, this combination is a rare find today.
- Although 1973 VIN's run to 34464, only 30,464 units were built; the 4,000 serial numbers between 24001 and 28000 were never used.
- The 1970 - 1972 Corvettes were the last to feature chrome bumpers front and rear. In 1973, due to front impact legislation requirements, the front bumper was changed to a body-colored flexible plastic. In 1974 the rear bumper followed suit.
- In 1973, aluminum wheels were again listed as an option. However, their inability to maintain air pressure (much like the problems which plagued the early 1963 aluminum knock off wheels), kept them out of the hands of customers until 1976.
- The rear view mirror in the 1974 Corvette was increased to a width of 10 inches.
- The last true dual exhaust was installed in 1974. After that, all exhaust gases were channeled through a single catalytic converter.
- The 1974 rear "rubber" bumper was made in 2 pieces due to shortcomings in the manufacturing process. The process was improved the following year, thus 1975-1982 models used a one piece unit.
- The big block engine made it's final curtain call in the 1974 Corvette.
- The FE7 Gymkhana Suspension package was first introduced in the 1974 Corvette.
- 1974 was the last year the Corvette would be produced to run on "leaded" gasoline.
- 1975 was the first year for a HEI distributor.



## Ron's Trivia cont'

- The convertible was discontinued after the 1975 model year and would not reappear again until 1986. GM cited declining sales for convertibles (only 4,629 units in '75) and safety concerns as reasons for killing the ragtops.
- 1976 Corvette used the same steering wheel as a Chevrolet Vega for the "Sport Steering Wheel" Option.
- Due to stricter emissions standards, California Corvette buyers could not opt for the L82 engine in 1976.
- The 500,000th Corvette, a white 1977 coupe, rolled off the St. Louis assembly line at 2:01 P.M. on March 15th, 1977.
- 1977 was the last year for the notch back roof line.
- The aftermarket "Moon Roofs" (glass t-tops for Corvettes) were supposed to be optional equipment in 1977, but the manufacturer had a marketing dispute with Chevrolet. GM developed their own glass panels for the 1978 model year.
- The 1978 model saw the first fastback rear window since 1967.
- The '78 Pace Car's distinguishing "Black and Silver" paint was chosen over other alternative color schemes primarily because it photographed well. Back then, most magazine articles and ads were still done in Black & White!
- Crossed flag emblems returned to the nose and sides of the Corvette in 1979.
- More Corvettes were built in 1979 than in any other year, before or since... a total of 53,807 units were produced.
- Due to tougher emission standards, Corvettes bound for California were fitted with 305 cubic inch engines.
- The 305 cubic inch V-8 installed in 1980 California-bound Corvettes was the first Corvette engine to be monitored by a computer. Since 1981, all Corvettes have been computer equipped.
- By Federal mandate, the 1980 Corvette was the first Corvette to have a speedometer with an upper limit of only 85 MPH.
- There were no optional Corvette engines in 1981.
- The 1981 Corvette had two cooling fans to increase engine power.
- In 1981, Corvettes were produced with two different types of paint. Lacquer was applied at the St. Louis plant, and enamel was applied at the new Bowling Green plant.
- In 1982, console mounted clocks were quartz units and had the word "QUARTZ" printed on the face, while the 80-81 years did not.
- In 1982 fuel injection reappeared in the Corvette after a 17-year hiatus.
- For the first time since 1954, in 1982 you could not order a Corvette with a manual transmission.



WELCOME NEW MEMBERS

STEVE AND SHERRI CHRISTENSEN







*Lot's of luck and best wishes to*

*David and Phillis Krech*

*Enjoy your new home.*

*We will miss you, please stay in touch.*



**FOR**  
**SALE**

60  
Gallon



**FOR**  
**SALE**



**220 volt**  
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THAT'S ALL FOLKS

KEEP DEM CARDS AND LETTERS COMIN'

(AND PICTURES)

HAPPY MEMORIAL DAY

STAY SAFE

STAY TUNED AND C U NEXT TIME!!!!



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