

# CORVETTES of Buffalo

Vette News Since 1981

January 2021

## Notes from the President



Bob Joseph:

Give Jim Owen a call at the Clarence Pantry. It'll help someone!

One year ago, I don't think anyone could have imagined what was in store for us in 2020. While some of us were affected in a tragic way with the loss of a good friend or family member, we all still have many things to be thankful for. I know I am taking a positive attitude for the new year and getting back to some form of normal by this summer.

I want to give my thanks to the COB members, their friends and neighbors who have donated to this year's Toys for Tots campaign. Also, thanks for the great job Lee & Mike Buccilli did taking the lead for this year's collection effort with Sue & Dick Brownlee and myself & Norma as collection points. They were able to collect donations from almost 30 couples. Great Job!

While we were unable to hold regular meetings since February, many of us have been able to keep in touch during the limited amount of cruise nights in the area, day trips organized by our members, and of course the COB only caravan and Picnic. My thanks go out to all those members involved in the organizing of these events.

I am looking forward to the new year with a sense of optimism that this will be behind us.

SAVE THE WAVE!

STAY HEALTHY, STAY SAFE.....

## Editor's Note Dave Spencer



Note: Clarence Community Pantry could use your help on food and necessity donations.  
716-310-5447

We have many items of interest in this month's issue.  
If particular subjects are important to or desired by you, please email me at [c7hotrod@gmail.com](mailto:c7hotrod@gmail.com).

## WNY COVID 19 Restrictions

Corvettes of Buffalo will continue to meet all guidelines to keep our members safe, with general meetings remaining cancelled. We will make an announcement when we are able to resume.

Watch for "COB UPDATES" and check Members Only Section of the Web Site.

OFFICIAL PUBLICATION OF  
[www.corvettesofbuffalo.com](http://www.corvettesofbuffalo.com)





#### Corvettes of Buffalo P.O. Box

The West Seneca Branch of the United States Post Office has informed Corvettes of Buffalo that all mail accepted for P.O. Box 161 must have Corvettes of Buffalo as the first line of the address. Individual names as the first line will be returned to the sender. Should any COB member chair an event that needs a response from participants to be sent to our P.O. Box, Corvettes of Buffalo must be the first line of the address. Attn: Individuals name may be on the second line. This is a federal regulation.

Any questions, contact Lowell or Karen Rothenberger. Thank you.

## **COB MEMBERS AND PROSPECTIVE MEMBERS**

Please update your membership list information. This year we will be doing this using the "Members Only" section of COB's website.

1. Go to COB's website "Members Only" section.
2. Locate your information on either the Membership or Prospective Membership lists.
3. Check information for name, address, phone number, cell phone number, e-mail address, new Vette purchased, old Vette sold.
4. If you have a spouse or significant other whose name you want included with your name, please indicate this.

If you have any changes to be made, please contact me (Karen Rothenberger) by phone or with an e-mail. I will make the changes on my computer and will send the corrected lists to COB's "Membership Only" section. This section is printable so if you want a hard copy, you will be able to print the lists. Should you have a problem with printing, let me know and I'll get a hard copy to you.

All these changes are due to the COVID pandemic. We still have last year's lists that have not been handed out due to the lack of meetings. Who knows when we will be able to meet in person again at The First Presbyterian Church?

The updated lists should be completed by January 1, 2021. Thank you for helping keep our membership lists up-to-date and for understanding the need to change our new methods for this process.

### **Officers**

**President-----Bob Joseph-----716-440-6091**  
**Vice President- Lowell Rothenberger-716-675-9467**  
**Treasurer-----Maryanne Pastore-----716-694-9024**  
**Secretary-----Karen Rothenberger---716-675-9467**

### **Board of Directors**

**Sue Blum----- 716-903-5753**  
**Debbie Schafer -----716-551-6999**  
**Mike Blum-----716-907-8863**  
**Jim Kuczmarski-----716-633-9290**  
**Dave Spencer-----716-353-2457**  
**George Sparks-----716-432-8799**  
**Terry Decker-----716-912-4217**

### **Committees**

Membership	Barbara Lipome 716-691-8845
Newsletter	Dave Spencer 716-353-2457
Phone Comm.	Lynda Graham 716-741-3350
Sunshine Comm.	Karen Rothenberger 716-675-9467 Diane Skeide 876-1197
Webmaster	Lynn Kelly 716-681-7931 lehkelly@hotmail.com
Activities Dir.	Lynda Graham 716-741-3350
Club Photographer	Dan Krakowski 675-5880 Dave Spencer 353-2457
Face Book page Manager	Dan Wroblewski 585-318-4480
Liaison for Out of Town Corvette Clubs	Mike & Lee Buccilli 716-648-2037

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Meeting every second Saturday of the month at  
First Presbyterian Church (on hold)  
9675 Main St. Clarence, NY, 14031

Meeting starts 7:00 p.m.

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Visit us at: <http://www.corvettesofbuffalo.com/>

Send Newsletter Articles To: Dave Spencer

E-Mail: c7hotrod@gmail.com

Submissions must be in before the 27<sup>th</sup>

Late submissions will be published the following month.

### **January Anniversaries**

Anybody out there we missed? Let us know!



### **January Birthdays and what you might find them in on a summer day!**

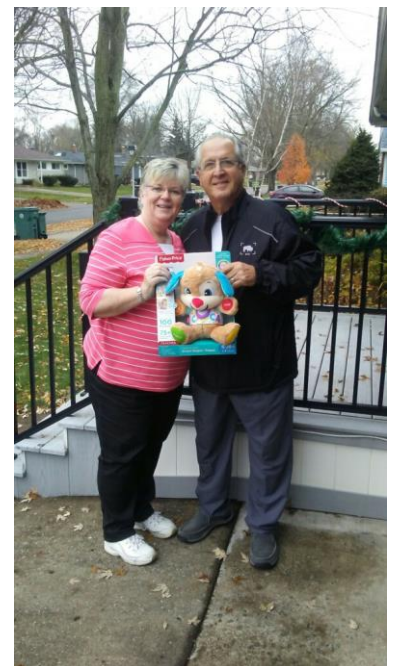
3<sup>rd</sup> Larry Dudeck (Larry's story in this Newsletter)  
6<sup>th</sup> Mike Buccilli - 2013 Cyber Grey Coupe  
7<sup>th</sup> Bonnie Binger- 94 Coupe  
7<sup>th</sup> Lorry Kwiek- 2016 Artic White Coupe  
10<sup>th</sup> Linda Graham- 2003 50<sup>th</sup> Anniv. Coupe  
16<sup>th</sup> Nicolet Brett- One of 3 Coupes  
19<sup>th</sup> Nancy Conroy- 2015 Blue Convertible  
20<sup>th</sup> Joe Dionne – 1988 Red Coupe  
22<sup>nd</sup> Juan Phillips- 1973 White Coupe  
29<sup>th</sup> Matt Behr- 78 Silver Anniv.  
31<sup>st</sup> Mike Gruber- 1970 or 2000 Convertible



**WOW!** the generosity of our club members has been over whelming for all their donations made to Toys for Tots. We have pictures of everyone who donated plus the Camera shy, Bruce & Lynda Graham, Mike and Cindy Erdey, Bernie Futch, Frank & Marianne Pastore, Fran Woodley, Mel & Diane Skeide, Paul Brozyna, Kevin Wyse, & Rich Zahner & Carole Rotando and the best neighbors who donated toys along with our granddaughter who wanted to give toys for the children who would not have a happy Christmas. Thank you all again you have made a big difference in a young child's Christmas.

There was well over 3+ boxes of toys picked up by the Marines and they were very grateful and thankful for what all our members have done this holiday.

A special Thank You to Bob & Norma Joseph and Dick & Sue Brownlee for helping out by being a drop off home. Mike & Lee Buccilli









Note: the life-size  
“doll” in the back is  
COB’s own Lee  
Buccilli and did not  
go with the toy  
shipment!



I know it's your car dear, but the Buy One, Get 25% off the 2<sup>nd</sup> One holiday special, means we both get an LS7 crate motor cheaper. Surely you don't mind paying for that. Do you dear? DEAR .... are you still there?

The U tube video said the condenser was right behind whatever that was I just took out!

My daughter got me that 5/8 socket. It's SPECIAL! It fell in here someplace!

There, I think that's the last of those horsepower robbing smog controls. It should run better now!

My Dad fixed his '65 Sting Ray all the time. Surely this '13 fixer up can't be any tougher...

I'll just work on this until Pete gets here. What can I hurt?



**Remember all the  
businesses that  
you've asked for years  
and years to donate to  
your clubs, events,  
and organizations?  
They're calling in a  
favor.  
Answer the call.**

Support the local businesses in your community! ❤️ See

**Editor's Note: Local Small Businesses are the backbone of our  
Communities and are hurting in these Covid times. Please use them!**

Below are final figures  
on options purchased  
for the 2020 Corvette!



## 2020 CHEVROLET CORVETTE

	STINGRAY Coupe	STINGRAY Conv	Totals
<b>VOLUME</b>	82.40%	17.60%	100
<b>TOTAL MODEL</b>	16787	3581	20368

STINGRAY Coupe	STINGRAY Conv	Totals
82.40%	17.60%	100
16787	3581	20368

### PACKAGES:

1LT PKG	2663	283	2946
2LT PKG	6685	1281	7966
3LT PKG	7439	2017	9456
	16787	3581	20368

15.9%	7.9%	14.5%
39.8%	35.8%	39.1%
44.3%	56.3%	46.4%
100.0%	100.0%	100.0%

STINGRAY PERFORMANCE PACKAGE (Z51)	12746	2730	15476
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75.9%	76.2%	76.0%
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CARBON FLASH ACCENT PACKAGE (ZYC)	5221	1068	6289
ENGINE LIGHTING APPEARANCE PACKAGE (ZZ3)	7468		7468
FRONT LICENSE PLATE MOUNT (VK3)	9669	2043	11712

31.1%	29.8%	30.9%
44.5%		36.7%
57.6%	57.1%	57.5%

### POWERTRAIN:

LT2 8 CYL ENG	16787	3581	20368
M1L 8 SPD DCT	16787	3581	20368

100.0%	100.0%	100.0%
100.0%	100.0%	100.0%

AXLE REAR 4.89 (G0J)	4041	851	4892
AXLE REAR 5.17 Z51 (GM7)	12746	2730	15476

24.1%	23.8%	24.0%
75.9%	76.2%	76.0%

PERFORMANCE EXHAUST (NPP)	14945	3229	18174
BATTERY MAINTAINER (ERI)	5775	1525	7300

89.0%	90.2%	89.2%
34.4%	42.6%	35.8%

### CHASSIS:

STANDARD SUSP (FE1)	4041	851	4892
Z51 SUSP (FE3)	3805	680	4485

24.1%	23.8%	24.0%
22.7%	19.0%	22.0%

Z51 MAGNETIC RIDE (FE4)	8941	2050	10991	53.3%	57.2%	54.0%
FRONT LIFT (E60)	9424	2475	11899	56.1%	69.1%	58.4%
Z51 PS4S TIRE (XFQ)	12746	2730	15476	75.9%	76.2%	76.0%
All Season Performance TIRE (XFN)	4041	851	4892	24.1%	23.8%	24.0%
	16787	3581	20368	100.0%	100.0%	100.0%
STERLING SILVER TRIDENT (Q8S)	1521	403	1924	9.1%	11.3%	9.4%
MIDNIGHT PAINTED TRIDENT (Q8T)	1925	495	2420	11.5%	13.8%	11.9%
PAINTED CARB FLASH OPEN SPOKE (Q8Q)	7012	1488	8500	41.8%	41.6%	41.7%
BRIGHT SILVER OPEN SPOKE (Q8P)	6329	1195	7524	37.7%	33.4%	36.9%
CALIPER BLACK (J6A)	6120	1364	7484	36.5%	38.1%	36.7%
CALIPER RED (J6F)	7186	1452	8638	42.8%	40.5%	42.4%
CALIPER EDGE RED (J6N)	2092	456	2548	12.5%	12.7%	12.5%
CALIPER YELLOW (J6E)	1389	309	1698	8.3%	8.6%	8.3%
<b>INTERIOR:</b>						
HTA BLK LTHR LV1	2609	338	2947	15.5%	9.4%	14.5%
HTJ BLK CLOTH AE4 LV	109	13	122	0.6%	0.4%	0.6%
HUP GRAY LTHR LV1	327	33	360	1.9%	0.9%	1.8%
HUQ ADR RED LTHR LV1	816	91	907	4.9%	2.5%	4.5%
HTM BLK LTHR LV2	1076	209	1285	6.4%	5.8%	6.3%
HTP BLK SUEDE AH2 LV	182	38	220	1.1%	1.1%	1.1%
HUN GRAY GT1 LV2	272	59	331	1.6%	1.6%	1.6%
HUK GRAY GT2 LV2	441	107	548	2.6%	3.0%	2.7%
HU6 GRAY SUEDE GT2 LV	116	32	148	0.7%	0.9%	0.7%
HUR ADR RED GT1 LV2	664	106	770	4.0%	3.0%	3.8%
HUL ADR RED GT2 LV2	1129	223	1352	6.7%	6.2%	6.6%
HU7 ADR RED SUEDE GT2	254	50	304	1.5%	1.4%	1.5%
HUV NATURAL GT1 LV2	526	88	614	3.1%	2.5%	3.0%
HTN NATURAL GT2 LV2	699	142	841	4.2%	4.0%	4.1%
HTQ NATURAL SUEDE GT2	128	35	163	0.8%	1.0%	0.8%
HTE BLACK GT2 LV3	1979	435	2414	11.8%	12.1%	11.9%
HTT BLACK SUEDE GT2	721	168	889	4.3%	4.7%	4.4%
HU1 GRAY GT2 LV3	290	101	391	1.7%	2.8%	1.9%
HU9 GRAY SUEDE GT2 LV	84	24	108	0.5%	0.7%	0.5%
HU2 ADR RED GT2 LV3	930	221	1151	5.5%	6.2%	5.7%
HUA ADR RED SUEDE GT2	305	71	376	1.8%	2.0%	1.8%
HUE NATURAL GT2 LV3	433	127	560	2.6%	3.5%	2.7%
HTG NATURAL SUEDE GT2	157	58	215	0.9%	1.6%	1.1%
HZN NATURAL GT2 LV3	677	212	889	4.0%	5.9%	4.4%
HUF NATURAL DIPPED SUE	224	69	293	1.3%	1.9%	1.4%
HU3 MORELLO RED LTHR	212	85	297	1.3%	2.4%	1.5%
HTO TWO TONE BLUE LTHR	560	222	782	3.3%	6.2%	3.8%
HVV OR BLK/GRAY AH2	57	22	79	0.3%	0.6%	0.4%
HMO OR BLK/GRAY SUEDE	40	17	57	0.2%	0.5%	0.3%
HU0 OR BLK W/ADR RED	356	83	439	2.1%	2.3%	2.2%
HXO OR BLK/ADR RED SU	218	66	284	1.3%	1.8%	1.4%
HZB OR BLK/GRAY AH2	26	10	36	0.2%	0.3%	0.2%
HVT OR BLK/GRAY SUEDE	15	4	19	0.1%	0.1%	0.1%
HUU OR BLK/ADR RED L	107	17	124	0.6%	0.5%	0.6%
HZP OR BLK/ADR RED SU	48	5	53	0.3%	0.1%	0.3%
INTERIOR COLOR OVERRIDE (R6X)	836	220	1056	5.0%	6.1%	5.2%
GT LUXURY SEAT (AQ9)	5214	715	5929	31.1%	20.0%	29.1%
GT2 BODY CONTOUR (AH2)	9983	2565	12548	59.5%	71.6%	61.6%
COMPETITION SEAT (AE4)	1590	301	1891	9.5%	8.4%	9.3%
SPORT LEATHER STEERING WHEEL (NK4)	14186	2931	17117	84.5%	81.8%	84.0%
SUEDE (N26)	2601	650	3251	15.5%	18.2%	16.0%
CARBON FIBER INTERIOR TRIM (FA5)	3875	947	4822	23.1%	26.4%	23.7%
TWO TONE SEATS (TU7)	2196	571	2767	13.1%	15.9%	13.6%
YELLOW STITCHING (36S)	410	108	518	2.4%	3.0%	2.5%
RED STITCHING (38S)	1954	385	2339	11.6%	10.8%	11.5%

BLACK SEAT BELTS (719)	10675	2198	12873
RED SEAT BELTS (3F9)	3091	530	3621
YELLOW SEAT BELTS (3M9)	610	139	749
ORANGE SEAT BELTS (379)	572	129	701
BLUE SEAT BELTS (3A9)	850	283	1133
TAN SEAT BELTS (3N9)	989	302	1291

63.6%	61.4%	63.2%
18.4%	14.8%	17.8%
3.6%	3.9%	3.7%
3.4%	3.6%	3.4%
5.1%	7.9%	5.6%
5.9%	8.4%	6.3%

PDR AND NAVIGATION (IO6/UQT)	14406	3334	17740
PERSONALIZED PLAQUE (BV4)	806	203	1009
MUSEUM LOGO PLAQUE -- R8C (CFX)	728	215	943

85.8%	93.1%	87.1%
4.8%	5.7%	5.0%
4.3%	6.0%	4.6%

#### EXTERIOR:

BLACK (GBA)	2044	339	2383
ARCTIC WHITE (G8G)	2576	522	3098
SEBRING ORANGE (G26)	1093	284	1377
LONG BEACH RED (G1E)	829	239	1068
CERAMIC MATRIX GRAY (G9F)	1036	180	1216
ACCELERATE YELLOW (GD0)	551	137	688
BLADE SILVER (GAN)	858	272	1130
DARK SHADOW GRAY (GJI)	971	140	1111
ELKHART LK BLUE (GS7)	1116	253	1369
TORCH RED (GKZ)	4331	806	5137
ZEUS BRONZE (GUI)	448	100	548
RAPID BLUE (GMO)	934	309	1243

12.2%	9.5%	11.7%
15.3%	14.6%	15.2%
6.5%	7.9%	6.8%
4.9%	6.7%	5.2%
6.2%	5.0%	6.0%
3.3%	3.8%	3.4%
5.1%	7.6%	5.5%
5.8%	3.9%	5.5%
6.6%	7.1%	6.7%
25.8%	22.5%	25.2%
2.7%	2.8%	2.7%
5.6%	8.6%	6.1%

RECOMMENDED COLOR COMBO OVERRIDE (D30)	379	80	459
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2.3%	2.2%	2.3%
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BADGES-CHROME (EYK)	1311	405	1716
BADGES-CARBON FLASH (EYT)	15476	3176	18652
CARBON FLASH VENTS (EFR)	15703	3257	18960
BODY COLOR VENTS (EFY)	953	284	1237
DK SHADOW METALLIC VENTS (EFA)	131	40	171

7.8%	11.3%	8.4%
92.2%	88.7%	91.6%
93.5%	91.0%	93.1%
5.7%	7.9%	6.1%
0.8%	1.1%	0.8%

FULL- CARBON FLASH (DTH)	1185	312	1497
FULL- STERLING SILVER (DUB)	277	49	326
FULL- MIDNIGHT SILVER (DX0)	128	37	165

7.1%	8.7%	7.3%
1.7%	1.4%	1.6%
0.8%	1.0%	0.8%

#### ROOF:

TRANSPARENT ROOF PANEL (CC3)	2086		2086
PAINTED CARBON FIBER ROOF (CF7)	12017		12017
VISIBLE CARBON FIBER ROOF (C2Z)	1407		1407
DUAL ROOF VIS CARBON (C2M)	560		560
DUAL ROOF PAINTED (C2Q)	717		717
CV HARDTOP (CM9)		3581	3581
CARBON FLASH ROOF AND NACELLES (D84)		1162	1162
CARBON FLASH NACELLES (D86)		350	350

12.4%		10.2%
71.6%		59.0%
8.4%		6.9%
3.3%		2.7%
4.3%		3.5%
	100.0%	17.6%
	32.4%	5.7%
	9.8%	1.7%

#### DELIVERY:

U.S.	15304	3273	18577
CANADA	1220	270	1490
MEXICO	138	1	139
MIDEAST	125	37	162

91.2%	91.4%	91.2%
7.3%	7.5%	7.3%
0.8%	0.0%	0.7%
0.7%	1.0%	0.8%

MUSEUM DELIVERY (R8C)	728	215	943
VIN SELECTION (PIN)	31	0	31
ENGINE BUILD (PBC)	0	0	0

4.3%	6.0%	4.6%
0.2%	0.0%	0.2%
0.0%	0.0%	0.0%

Additional Installed accessories not listed!

#### DEALER INSTALLED ACCESSORIES:

SDF Black Trident Wheel	2320	468	2788
SDG Pewter Open Spoke	68	21	89
RCC Red Engine Cover	1647		1647
RCD Silver Engine Cover	254		254
5VM Ground Effects Visible Carbon Fiber	246	7	253
5ZU High Wing Spoiler	475	2	477
5ZZ High Wing Spoiler	1522	3	1525

13.8%	13.1%	13.7%
0.4%	0.6%	0.4%
9.8%		8.1%
1.5%		1.2%
1.5%	0.2%	1.2%
2.8%	0.1%	2.3%
9.1%	0.1%	7.5%



Back in 2010 I was planning to retire from my job as a Tool and Die maker, and was looking for a project car to work on. Nick my son found a 1972 corvette that was last driven in 1989 and checked it out for me. It wasn't running and needed a lot of work, but it was a good candidate with a great price. The 72 was the last year for 4 steal bumpers, and I thought it would be a breakeven project for restoration.

I started to work on it March 2011 (after it was registered and insured to make sure it was legally my car) by trying to start it, and see what still worked. My friend Rich K. came over to help me fire it up. My Vette didn't come with an exhaust system, so the whole neighborhood heard it when it started. After starting it and checking it out, I decided to pull the body off the frame, rebuild the motor, and completely restore it.

It took about 2 years to finish this endeavor, plus the fun working with my son Nick, to finish this big project. We must have put in about 1000 hours, plus a lot of \$\$\$\$ in new parts to complete it. After doing all the body work, my friend Steve B. put on a beautiful blue paint job, just after News Years Day. I went to pick up the car by putting driving lights on so I could drive it home in very early January. After we put all the door glass, chrome, and interior, we took it out for a ride to get all the bugs out, and make it more road worthy. After driving and making changes, I decided to change the rear spring to a composite fiber glass spring that would give it a much better ride. One thing that I did, was to write articles with pictures for the club newsletter, explaining, why, how, and what I was doing in the pictures. This helped those members interested in what it took to finish a complete restoration.

When the car was finished, and Nick and I got everything working (even the clock), I had a lot of fun showing and driving my 72 to shows and cruise nights, Rosie my (very patient wife), and I decided to trade in our red 1965 Corvette coupe, sell her silver 2000 coupe and order a new C7 corvette. This was the time we decided to sell the 72 and just enjoy the new corvette, so now we would have only 4 vehicles on the road.

I put an ad in the 72 in the Vette Finder and got an inquiry from a guy named Gary from England through the Internet. Gary asked a lot of questions, and wanted many pictures. At first, I thought it was a scam, because he lived 3500 miles across the big "POND". Then one night I got a call (Long Distance) from Gary (7:00 PM our time and 1 AM his time) asking more details on the 72. I asked him if he read all the articles in the Club newsletter for the past 2 years and he said yes, and that was why he was interested in purchasing my car. We agreed on a price, but how the question remained would he get the funds to my account, and get the car shipped to him in England? Gary bought the Vette sight unseen and never meeting me, by talking to me twice on the phone, and many emails. He said he would transfer the money to my bank account and make all the arrangement to ship the car to its new home. When I checked my account 2 days later, I found the funds were there, so I emailed Gary that he was the new owner.

Gary made plans to transfer the car from my house to New Jersey, where they would store it until a ship could transfer it to England. The time from the first contact with me until Gary took possession of the car was 3 months. After it got to the English shore, Gary had it flatbed another 200 miles to its new home. Gary kept me updated on all the delays, and progress of the long journey. He was a little disappointed with the dirty condition when he first saw his 72, but it would clean up with a lot of TLC. Gary sent me pictures on how bad it looked at first arrival and how beautiful it looked after he buffed it and fixed some chips caused by the shipper. I hope and think Gary is happy after all the trouble and delays he went through to get the car. This was one he had wanted for 30 years and now he has it.

I asked Gary to write an article with pictures to explain what he went through and the stress it caused him. It was fun working with Gary and we made new friends from afar. I am sure he will enjoy the 72 as much as I did, and I wish him happy motoring!

Pete Ricigliano





(English Buyer) Gary's Story:

Hi Peter, thank you for those pictures, amazing to see the amount of work you took on and saw it through to the finish.

It makes the car extra special knowing it has been the subject of such an extensive rebuild.

Interesting to see that it was seventeen years old approximately when it was taken off the road and then stood for 20 years before you saved it from becoming a total loss.

I will add those to the pics I already have in the vette file you gave me.

It has been very wet the last few days so I didn't get the car out but I will get some pics this week with the family and mail them to you.

The chap I sold my Z4 coupe to has become a friend too and we are in regular contact, which is how I like it to be, he is just as excited about the corvette getting on the road as I am. I have about a dozen car nut friends all eagerly awaiting the revealing of the fabulous corvette.

Jilly and my daughter Ruby are having daily amazon deliveries of xmas bits and pieces and a few of the drivers have spotted the vette when it has been out of the garage. They all go nuts when they see it! It is going to be a crowd puller for sure, as it's a rare sight in Cornwall.

I am just about to order a new Van so went to see one today. My friend has a Peugeot dealership and he had a 2005 vette a few years ago. It looks like it could have been the same colour as ours. I am planning on doing a bit less work over the next few years, so I will sell both my vans over the next couple of months. Which means, I can work on fitting out the new one over xmas with all the extras needed to customize it for piano moving (winch electrics, ramps, shoring bars and ratchet strap tracks, etc.). The sale of the two old ones will just about buy the new one. This should last me for as long as I want to be moving pianos (3 to 5 years).



On the way across England and finally at home there!

---

Hello Readers, My Name is Gary Watts, I live in the far south west of the UK in the county of Cornwall. I am sixty years old and have since my early teens dreamed of owning a C3 corvette. I had read about them books and in magazine articles,

Had seen a few in the flesh ,had a few Hot Wheels models of them and decided one day that would be My car.

As I got older I learned more about them and decided my favourite was the 3 year period from 70 to 72, chrome bumper cars with the gorgeous Egg Crate Grills, the vacuum wiper door, the removable rear window and the rectangular exhaust tips.

Over the years as a dream became within reach I started looking at corvettes, if I saw one advertised, My long suffering wife and young girls got used to "Dad's Roadtrips"

Which involved me seeing a car for sale 2 or 3 hundred miles away, and dragging them all up to see the car with a plan that I would buy my dream car and drive it home with them following behind.

Now most corvettes for sale in the UK had been imported a few years before, been used and then the owners realized the cost of repairing and restoring one so had decided to sell it.

Consequently, most of the cars I viewed either needed money and time spent on Mechanicals, bodywork or interior , sometimes all three.

I would get to a car and see it from across the street, thinking", this is the "One", only to find that the interior was trashed and needed complete replacement. Or, it drove like a tractor, or needed a full repaint.

I never found one that I felt was just good enough all round that I could use and improve in a sort of rolling restoration.

Over twenty years I probably looked at thirty or so corvettes, walked away from some in disgust, as they were wrecks, or frustrated because they were restored and out of reach price wise.

I bought various other cars to keep the Vette urges at bay, including two BMW Z3 and Z4 M sports coupes and roadsters, but the longing for a Chrome bumper corvette kept coming back and earlier this year I felt if I don't get one now I never will. So, after looking at a few more, same old thing, I then decided to look at the feasibility of importing one from the USA.

The benefits were a much more choice of cars, but the downside was having to buy sight unseen, with all the stress and risk that it brought.

Around the middle of July this year I happened to stumble across an advert on the Vettefinders website. Up popped a picture of a gorgeous looking 72 coupe, \$30,000 OBO, that translated to about \$23k in GB pounds. I knew that shipping and duty would be about \$4k, so the figures added up.

The 72 was owned and restored by Peter Ricigliano, a past President and member of COB. When I read Peter's advert and saw the restoration pictures, I decided this was a car I could risk buying unseen, because this chap obviously knows his corvettes, having restored over a dozen over the years. I didn't speak to Peter initially but messaged him and asked if the car was still for sale. It was, so then over a couple of weeks, Peter patiently put up with all my queries and questions.

He told me I could follow the progress of the restoration by reading the COB archive of newsletters which showed what and how everything was done over nearly two years.

We talked again and built a rapport of trust and decided between us to try to get this beautiful car from the US to the UK.

We concluded the financial side of the deal in early August, that was a stressful period as even though I was happy with the Car, I was happy sending money to Peter, my bank would have no part in sending a large sum of money to the us for a car I had not seen, to a man I had not met, Point blank refused. Anyway, after delays and failed attempts we got the money across and Peter informed me that I was now the Owner of a corvette. Very exciting, but then very stressful as My corvette was 35000 miles away.

I arranged the shipping, and after a couple of missed pick up dates, the car was collected at 10pm one evening and was transported to New Jersey. It sat in a warehouse for two weeks and finally was allocated a place on a boat to Southampton.

I then tracked the boat and realized it went via Norfolk, Charleston, and Savannah before going back up past Newfoundland (before crossing to the UK). 18 days on the boat. It finally arrived in Southampton and took a week to be unloaded and customs cleared. I collected it on 24th Oct, virtually three months since I first made contact with Peter.

When I first set eyes on my lovely 72 it was sat dejected in a yard filthy, swirl scratches all over it, chips on a wheel arch and four heavy wheel covers dumped unwrapped on the passenger seat, I was rather dejected after seeing the love and care Peter had lavished on the car for two years not to mention the tens of thousands of dollars and 1000 hours of his time. Anyway, we loaded the car onto a transporter and drove it the 200 miles to Cornwall, at home I washed it, checked the levels and started the engine. It sounded sweet! I contacted Peter to inform him of its safe, albeit somewhat neglected, arrival. Although I was Very disappointed with the lack of care shown by the shippers, I am thrilled with the car, the scratches I have polished out, I am finding my way around the car, it is everything Peter said it was, with the mechanicals are either rebuilt or replaced. I love the colour. I will have so much enjoyment fettling and cleaning my pride and joy and going to runs and rallies. A 45-year dream has come true and I couldn't have wished for a nicer car or a nicer Vendor in Pete Ricigliano. I know many of you will know the car and have seen its progress through your club meets and thought you may be interested hearing how the sale came about and where the car ended up.

Thank you for your time in reading this and thanks again to Peter for seeing this thing through. Please find attached a few pictures of its journey.

Best wishes to all of you corvette lovers from me and my 72 in the UK.

Gary Watts

The following are pictures of Gary's family, his business vehicle, and Pete's former Corvette at home in England in good hands.



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## LARRY DUDECK'S MISADVENTURE (FORMER EDITOR):



Many, if not most, of the COB membership remembers Rodney Dangerfield's schtick where he says to a doctor "Doc, every time I raise my arm like this, it hurts". The doctor replied "then don't raise your arm like that". That's what driving the C4 was like.

On August 12th, 2018 I was on my bike, crossing Sheridan Drive at the light at Essjay Road. Much to my dismay a west bound car, probably traveling at the 45 MPH speed limit,

chose that moment in time to run the red light. In my 33 years of living in the town, I have witnessed cars running that particular light many times. Probably those west bound drivers looked to his or her left, saw there was no car making a right turn out of Essjay and figured "why stop here when I have to stop 200 feet farther up (at Hopkins) anyway?" I was crossing the west bound lanes when I looked to my left and saw a white car coming towards me at speed, the driver unaware of me (at least I hope he was unaware of me). He may have been texting, adjusting the radio or doing any one of the things we do while driving. My only option was to get out of the traffic lane. If that car would have hit me, I'm sure I would have been killed. Now, at this time, Sheridan Drive was undergoing some kind of road repair and there was a lot of loose gravel on the road way, especially near the curb. I rode into that gravelly area and up a driveway apron when the back wheel slid out from under me and I went down. As soon as I hit the ground, I knew something was broken.

The car never slowed down. There was a woman nearby walking her dog who witnessed my plight and rushed over to lend assistance. She called 911 for me and within a few minutes, an Amherst police patrol car was on the scene. After a brief conversation the town cop called for an ambulance. I then borrowed the dog walker's phone and called my wife to let her know I was on my way to the hospital. Phyllis arrived a few minutes later and the Amherst cop put my bike in the trunk of her car. He also followed her home and placed the bike in our garage. The ambulance delivered me to the ER of MFSB on Maple road.

As I was wheeled into the ER, I noticed a wall clock. It was just 3 pm. After the usual paper work of being admitted, I was x-rayed, then wheeled to a semi-private room in the orthopedic ward. Shortly after that I was visited by the one Dr. David Miller, the attending surgeon on duty that day. He showed me the x-rays and said he had no idea why I didn't bleed out on the street. "It wasn't your day to die" he said. The broken, jagged end of the thigh bone was displaced about 2 inches, doing a lot of soft tissue and nerve damage but somehow missed the femoral artery. By this time Phyllis had arrived and we talked with Dr. Miller about what had to be done. Around 5 pm I was prepped for surgery. I awoke the recovery room about 8 pm and after the nurses checked my "vitals" I was delivered back to the semi-private room.

Dr. Miller stopped by and said everything went very well with no problems. He asked if I was in any pain and I replied a little. If the pain worsened, he said I should call a nurse and she would give me something for it. On Monday morning I awoke around 6:30 or so and again the "vitals" were recorded. Then a physical therapist came into the room and asked if I was interested in getting up and walking a bit. He showed me how to get up from the bed without putting any weight on my leg and fitted me with a walker. We walked down the hall to the end of the ward and into a room. In this room was a four-step stairway that went nowhere and he showed me how to go up and down the stairs safely. We then walked back to my room where he said there wasn't anything more that he could do for me and, as far as he was concerned, I could go home.

Phyllis arrived and after some sort of breakfast a nurse helped me put my street clothes on. The nurse showed her how to change the dressings and, after signing more paper work, I was wheeled down to the front entrance where she was waiting with the car. I was home in time for lunch.

During my convalescence the Corvette sat in the garage and it wasn't until early spring 2019 that I tried to get into the car. The Targa tops were off so getting in and out were not impossible, but my right leg still protested. The big problem

made itself know once I was sitting in the driver's seat. The combination of sitting with my legs almost straight out and the placement of the right foot on the accelerator pedal was very uncomfortable.

As the spring turned into summer, the situation improved a bit but it still hurt to drive the car. As summer turned to autumn, I put the tops on the car before putting it away. With the tops on, getting in and out became a real challenge for me. I told myself if the discomfort in my leg remained in the spring, I would have to sell the car. Spring 2020 wasn't any easier on my leg so I put the car on Craig's list.

Selling the car was an interesting affair, as the Covid-19 pandemic was in full swing. The Craig's list ad ran for 4 weeks, beginning May 1st and only three prospective buyers contacted me. The first came and looked at the car but decided against it. The second prospect called and made an appointment to see the car but he never showed. The third prospect showed up on May 15th. He drove the car, kicked the tires and made an offer I couldn't refuse. Money changed hands and I signed the title over to him.

Just out of curiosity, I let the ad remain on Craig's list until it expired. Between the 15th of May and the end of the month, I did not receive another inquiry about the car. Somehow, I managed to connect with the only person in western NY who wasn't afraid of a 35-year-old car, was still employed and had some disposable income. Since I no longer had a Corvette, I decided to drop out of COB. The newsletter has been turned over to the capable hands of Dave Spencer, who I'm sure will do a fine job. (Editor's Note: thanks for your splendid job on the past newsletters!)



### Larry Dudeck's 2nd Misadventure:

Honey... tell my grandson to **stop** playing with that shrink ray gun!

Until Larry is returned to normal size, he asked me to publish this cover story, to protect the feelings of Ben, his grandson:

A while back I found a plastic model of a C4 on eBay, think I paid \$10 for it. At the time Ben, my 9-year-old grandson, was in a Hotwheels phase and enjoyed playing with cars.

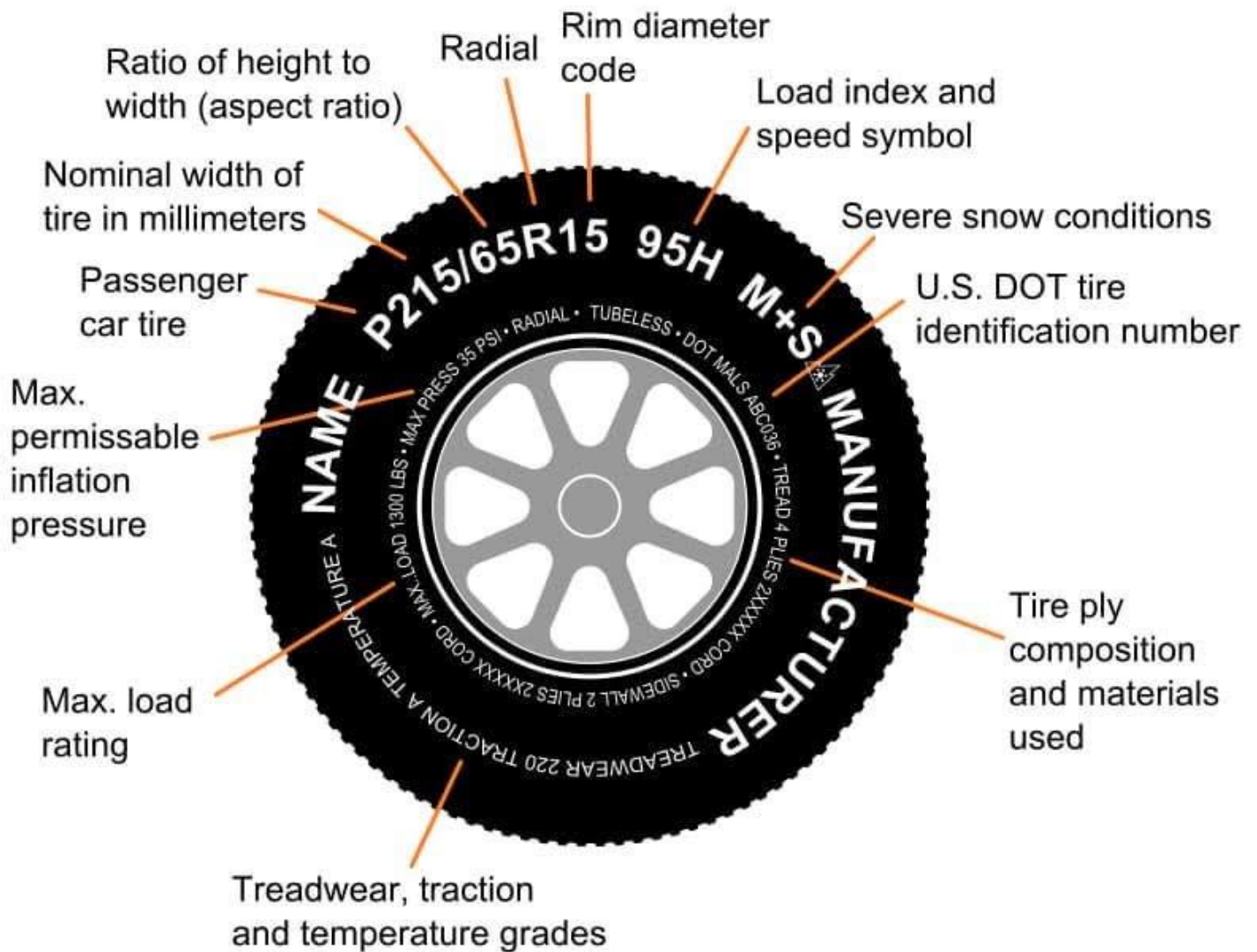
So, I assembled the kit and painted it to look like my C4. Then I took a photo of me and the real C4. I messed around varying the size of the print so it matched the size of the model.

Then I cut out my image and glued it to some stiff paper. The attached pix show the results.

Ben was quite pleased with the car and, as far as I know, it still holds a place of honor on his toy shelf.



Here's some general information about tires that may be of interest to COB members.... Skip Polowy



A Message from John & Mary Carol in Florida



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