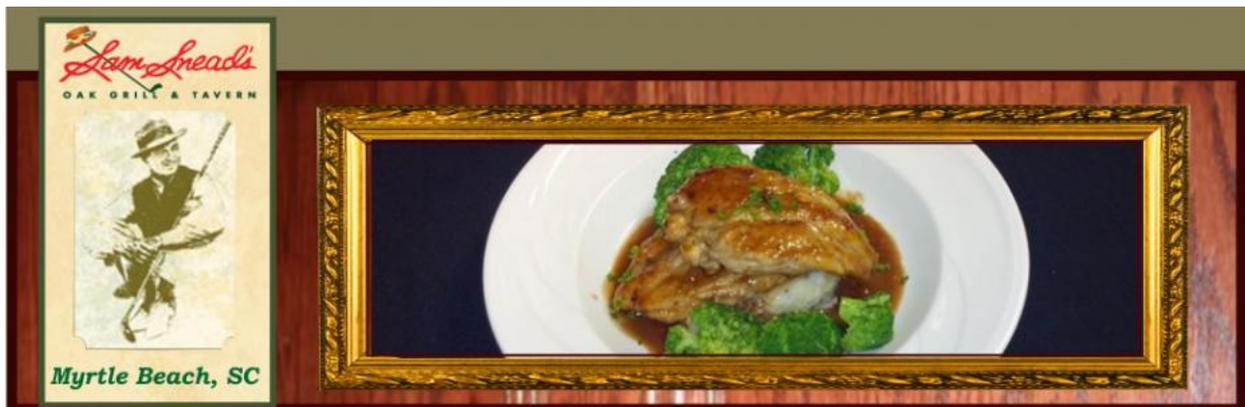


NEWSLETTER



JULY 2, 2016 MEETING – Sam Snead's Carolina Forest



The July meeting of GSCC was held on July 2, 2016 at the Sam Snead's Oak Bar & Grill in Myrtle Beach, SC at 1:00 PM. This was an important meeting where plans for our Annual Car Show were discussed and ideas brought to life. Show Chairmen Richard Harris and Harold Dobbins have been hard at work to make this a fabulous event at Jud Kuhn Chevrolet.

The Activities Committee provided numerous ideas for the club members to consider in July.

Charleston AFB trip 7/20/16

Albert Phillips has arranged a trip to the Charleston Air Force Base scheduled for July 20 with five club Corvettes planning to make the trip.

Friday, July 22 had member George Washnak and the English Channel playing at the Bull & Bush Pub in Surfside.



Many club members continue to show their cars at local and regional Cruise-Ins and Shows. If you know of local and regional car shows and cruise-ins, please share this information with the club by e-mailing President Pat to get the message out to all.

July Birthdays

7/08 Mickey Sharp	7/15 Debbie Robinson
7/24 Laura Gaythwaite	7/27 Trish Flowers
7/28 Victoria	7/29 Steve Tedone
7/30 Brenda Thompson	7/31 Larry Baine

Remember “Cars and Coffee” is the first Sunday of each month at the Bagel Factory in Carolina Forest.

Corvette Trivia

C-3 1968-1982

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 in 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 quality to Corvette within a few months, but all 1968s carry the stigma of being "the worse quality" of all Corvettes.

All big block manifolds were redesigned to actually sink into the lifter valley as the hood clearance was less than in '67 and back. 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 this time.

Emission control equipment was installed on the first 1968's in the fall of 1967 even though the federal law required it only as of January 1, 1968.

1968 was the first year AM/FM stereo was offered as an option. 1968-1972 the coupe's rearwindow was removeable for more of a true convertible experience

The Sting Ray name was not used on the 1968 Corvette, but returned in 1969... Spelled Stingray.

Corvette had its first all aluminum engine in 1969 as the ZL-1. It was not the first GM automobile to do so, beaten by the Corvair in 1960 and the Buick 215 V8.

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.

The LS7 engine option, which was never installed in the 1970 Corvette was \$3000.

No Corvettes were painted Black at the factory from 1970 to 1976.

The only outside difference between the 1971 and a 1972 Corvette is the appearance of the amber front turn signals and vertical chroming on the egg-crate grills both on the 1972 - that's it. Minor stuff most people miss.

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.

"Pewter Silver" was only offered as an exterior color in 1972.

The 1970 - 1972 Corvettes were the last to feature chrome bumpers front and rear. In 1973, the front bumper changed to body-colored flexible plastic. In 1974 the rear bumper followed suit.

In 1973, aluminum wheels were again available as an option, but the same problem that plagued the 1963 aluminum wheels, the inability to hold air, kept these out of the hands of customers until 1976.

The rear view mirror in the 1974 Corvette was increased to a width of 10".

The last true dual exhaust was installed in 1974, after that, everything went through a catalytic converter.

1974 rear bumper was 2 pieces, 1975-1982 used a one piece unit.

The awesome 454ci engine was only offered for 5 years.. 1970, 71, 72, 73, and 1974

Gymkhana Suspension was first introduced in the 1974 Corvette. 1974 was the last year the Corvette would be produced to run on "leaded" gasoline.

1975 first year for HEI distributor.

1975 was lowest production year for convertibles for those years that offered both convertibles and coupes.

1976 Corvette used the same steering wheel as a Chevrolet Vega for the "Sport Wheel" Option.

1977 last year for the notch back shark.

In 1977 crossed flags returned to the nose and sides of the Corvette.

1977 saw the redesign of the center console to accept standard Delco radios, the first year that Corvette didn't have a Corvette only radio.

The '78 Pace Car was "Black and Silver" was because it photographed well. Back then, most magazine articles and ads were still done in Black & White!

The body in 1978 was widened in the rear fender area. This was discovered by customizers when converting '78 and newer coupes to convertibles after the convertible production ended in 1975.

1979 Corvette's highest production year.

By Federal mandate, the 1980 Corvette was the first Corvette to have an 85 MPH speedometer.

1981 the first Corvette to use a computer.

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 fuel injection reappeared in the Corvette after a 17-year hiatus.

Thank you to all of our members who join in the activities the Grand Strand Corvettes put on each year. Please support our sponsors who help make our charitable donations possible and the charities themselves. Jason's House continues every weekend at Surfside United Methodist Church. If you have not been, do not miss the opportunity to come see the good work done by this charity and the incredible joy our club brings to these very sick children with the Corvette rides they are given. We thank you for your support.