

“Star”

Attended Zora’s Last NCRS National Convention

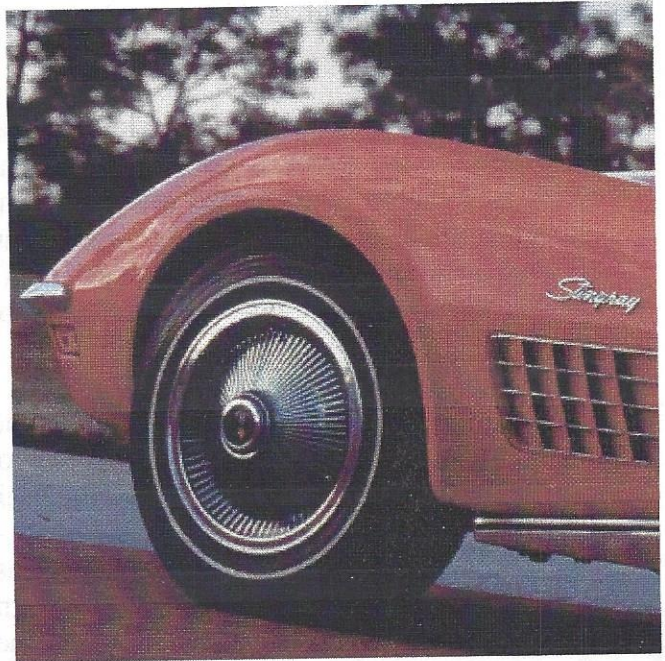
At Zora’s last NCRS national convention, Gene Anderson knew for sure. This car really was a star. She was the first of Anderson’s collection of non-restored automobiles ... the one that hooked him on originality. And, boy, has she shone! When Zora autographed her documentation in Steamboat Springs during the summer of 1995, Anderson beamed as brightly as his car.



Star is a 5-Star Bowtie, Bloomington Benchmark, Duntov Mark of Excellence,

Triple Crown, Vettefest Best of Show automobile, and in 1996 was the only '70 to date to receive both the 5-Star Bowtie and Duntov at the same convention. In 1999, she has not only been selected for the Bloomington Special Collection, but she has also been invited to the National Corvette Museum and will be featured in *Corvette Fever Magazine*. Wow!

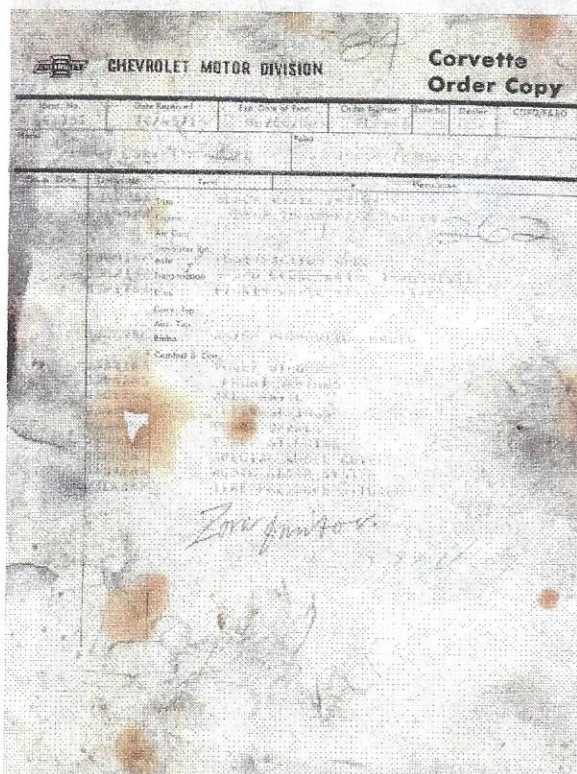
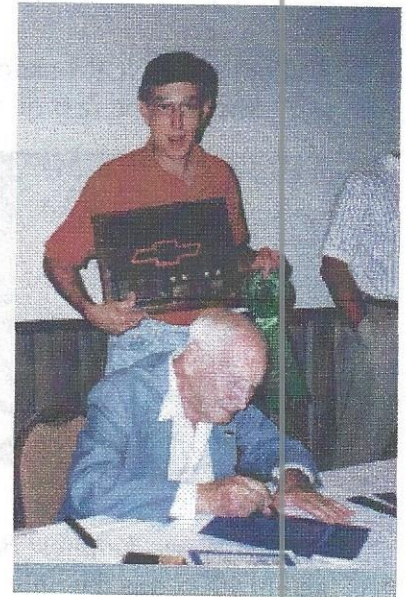
When Anderson first entered the corvette hobby it was with a restored Corvette. It didn't take long, though, for him to understand the greater thrill



that comes from owning an original car. So he began his search and, with the help of mentor Terry McManmon, found a real winner in this 1970 monza red, small block, low mileage coupe.

Along with good friend, Jackie Kennedy, Anderson took the car on the circuit, learning from experts like the Whittingtons, Jimmy Gregg, and Roy Sinor. He got a real boost of inspiration early in Star's rise, though, when he met Zora Duntov in 1995. Although Zora was up in years, he still commanded the respect that his accomplishments had earned him. He'd mingle with the crowd, inspecting the cars, advising their owners, and charming the ladies. Anderson made sure that Zora became acquainted with Star, and got Zora's autograph on Star's air cleaner, ignition shield, build sheet, window sticker, and other documents.

"Star was just the kind of small block that Zora would enjoy cruising in," Anderson and Kennedy remember. But she is also one that Zora would be proud to be associated with, having moved on from her encounter with Zora at Steamboat to rise to stardom within NCRS, Vettefest, and Bloomington. "Yes," Anderson smiles as he looks at the number and level of the awards this car has brought home, "Zora inspired us to excel. She really is a star."



As he researched the car's history, Anderson discovered that she'd been loved from the beginning. Originally, she was purchased by Melvin D. Barth on July 4th weekend, 1970 from Graham Chevrolet in Mansfield, Ohio. Barth had just returned from Vietnam when he went to visit his father who worked at the dealership and saw the car. He bought her for just \$10 over dealer cost, a special price offered to Vietnam Veterans.

Barth pampered the car, driving her only during nice weather, usually to his lake retreat, always washing and waxing her when he

returned home. After thieves attempted to steal the Corvette, Barth jacked her up inside his garage, wheeled her around sideways, and then let her down again so that even if thieves broke into his locked garage, they couldn't get her out.

Barth owned the car for fourteen years, driving her only 10,970 miles. When the new owner, Dennis Crenshaw, came

CHEVROLET MOTOR DIVISION General Motors Corporation		259038
Dealer: GRAHAM CHEVROLET CO 1411 PARK AVE W 28207 MANSFIELD OHIO		
Delivered to: Dealer At: D.D. Havel From Above:		
Make: Chevrolet	Final Assembly Plant: ST. LOUIS, MISSOURI	FLP346
Vehicle Identification Number: 1943705 412762		
Manufacturer's Suggested Retail Price: (includes Federal excise tax on the vehicle and excludes dealer's new vehicle preparation charge)		
Model: 19437 CORVETTE COUPE		5192.00
Destination Charge:		82.75
This vehicle was manufactured in compliance with an applicable Federal motor vehicle safety and emissions control standards.		Subtotal: 5274.75
Manufacturer's Suggested Retail Delivered Prices, including Federal Excise Tax, on Options and Accessories installed on this vehicle by the Manufacturer:		
3A31AA POWER WINDOWS		63.20
3J60AP POWER BRAKES		47.40
3L44AR 250-HP TURBO-STRIP 350 V8		158.00
3M21AR 4-SPD CLONIC-RATIO TRANSMISSION		50.00
3N40AD POWER STEERING		105.75
3P77AA F70X'S WHITE STRIPE TIRES		28.10
3P02AA SPECIAL WHEEL COVERS		31.60
3U66AA AUDIO ALARM SYSTEM		172.75
3U69AC AM/EM PUSHBUTTON RADIO		00.00
3400AA BLACK VINYL INTERIOR		00.00
3974AA 72 MONZA RED		00.00
Factory Installed Options and Accessories:		Subtotal: 664.35
Total Amount (Does not include order, initial options or accessories, state or local sales or license tax):		\$ 5939.10

Zora Duntov

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to pick up his new baby on a rainy day, Barth tried to talk him out of driving her in bad weather. Crenshaw took her anyway – after all, he couldn't bear to be without his new Corvette – and Barth never quite got over it.

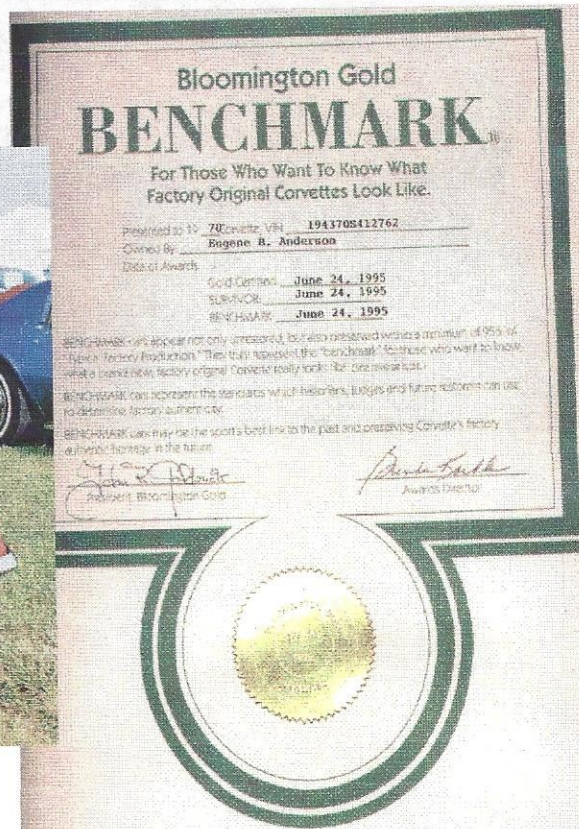
STATE OF NORTH CAROLINA			
CERTIFICATE OF TITLE			
TRUCK/VAN	DISC. MODEL	REGISTRATION	SALES TAX
1743708412762		20.00	09/30/94
SELLER'S NAME/ADDRESS		YEAR/MAKE	REG. DISTRICT
EUGENE GIBSON ANDERSON 119 GLENWOOD ST ELIZABETHTOWN NC 28337		1970 CHEV	20
BUYER'S NAME/ADDRESS			
EUGENE GIBSON ANDERSON 119 GLENWOOD ST PO BOX 1147 ELIZABETHTOWN NC 28337			
DATE	09/30/94	REGISTRATION	19941426
VEHICLE IDENTIFICATION NUMBER			
100431652			
LICENSE NUMBER			
42739029			

But like Barth, Crenshaw also pampered the car. When Anderson sent him a detailed questionnaire about work done on the car while Crenshaw owned it, Crenshaw responded eagerly. "When I bought the car," Crenshaw writes to Anderson, "it just turned over 11,000 miles as I drove it home. When I sold it, it had less than 14,000 miles on it." Actually, during the five years he owned her, Crenshaw ran up the odometer to only 12,803, putting only 1,833 miles on his sweetheart of a car.

Mark Graves, who bought the Corvette from Crenshaw in 1989, also remembers each detail about work he'd performed on the car. About the carburetor, he writes, "I rebuilt this at least 3 times ... better idle response. Last rebuild in 1992"

When Anderson bought the car on September 30, 1994, his goal was to make her a real star. He wanted to achieve every accolade available for an original, unrestored Corvette in excellent condition. His success has been phenomenal.

The car *Top Flighted* at the Asheville Fall Color Tour with a 97.6 on October 15, 1994. The following summer, she went to Bloomington where she was awarded *Survivor* on June 23, 1995, and both *Gold* and *Benchmark* on June 24. At the NCRS National Convention on July 23-28, 1995 in Steamboat Springs, Colorado, she was presented with both her *4-Star Bowtie* and second place in the *Longest Trailered Award*. It was at Steamboat that Zora Duntov autographed her documentation for Anderson.



September 1-3, 1995, Star participated in a *Bowtie* display in Cumberland, Maryland, and then October 6-8, she returned to the 1995 *Asheville Fall Color Tour*. In January 1996, she traveled to Cypress Gardens where she scored 97.8 and also received a display award, making her eligible for her 5th *Star*. When she traveled to *Vettefest* in Chicago to be part of Terry McManmon's '68-'72 *Color Display*, she won the *Gold Spinner* with a 98.5 and became a *Triple Crown Automobile*. She also came away from *Vettefest* with *Best of Show*.

Star traveled to Bowling Green to *PV* April 25-28, 1996. Then, at the NCRS 1996 National Convention in St. Paul, Star scored a 98.7 and was presented with both her 5th *Star* and the *Duntov Mark of Excellence*, the first '70 ever to receive both awards at the same convention.

After the '96 Nationals, Anderson allowed Star to rest for a time. He brought her back out for the NCRS Regional Meet in Orlando in January 1999, where she immediately began turning heads once again. This year, Anderson's Star will not only be a part of the *Bloomington Special Collection*, but she has already been photographed by Bill Erdman for a feature in *Corvette Fever* magazine. In addition, she has already been invited to go on display at the *National Corvette Museum*.

Zora's admiration of the car and Star's many awards have reinforced Anderson's personal satisfaction with this unrestored automobile. He has learned to conduct historical research, and now, rather than detailing out what he previously considered "mistakes," he savors inspection marks and blemishes. "Success feels great," he chuckles. Yes, he named her appropriately, for Gene Anderson's first original Corvette has been a star, indeed.

