

Gene,

The paperwork on this car has been misplaced, we bought it back in October of 1997, the same month we moved into our new home. I will find it. The pictures are Polaroid's. The reflection of the sun in the paint distorts the color, the shaded areas are a good representation of the actual color.

The history as I know it:

We purchased the car from the original owner a lady with the last name of Grooms seems like her first name was Wanda. Her husband bought the car for her, as an anniversary present, from Montgomery Chevrolet in Louisville, KY. Her husband worked for an oil company and was transferred to Houston, TX. They drove the car to Houston, where her son was born. Her husband then was transferred from Houston to Tulsa; she drove the car to Tulsa, where we purchased it in September of 1982. Louisville to Houston is 948 miles, and Houston to Tulsa is 510 miles, the mileage on the car when we bought it was 1,635 miles. I asked her why she never drove it, she told me she always wanted a Corvette, loved the car and would not drive it anywhere if there was a chance it might be scratched. She said she did drive it back and forth to the swimming pool in Tulsa before her son became ill. She divorced within months after her son was diagnosed with Leukemia. When we met her, she was selling the car to pay for some of her son's medical expenses.

The car had set for a number of years in her garage it was covered with dust; cobwebs were attached to the frame from the floor. We washed the car, cleaned off the cobwebs and changed the oil the day we picked it up.

In November of 1984, we traded it to Bob Atkins, a good friend, for a 9,000 mile 75 Corvette Convertible we had sold him earlier.

We bought the car back in October of 1997. It now has 1,953 miles on it. Bob never drove the car, he trailered it to Bloomington and got a Gold Certificate, before the Benchmark award was available. Bob was methodical about changing the oil regularly, running the car 30 minutes each month, and selecting all the different gears so that the fluid in the automatic circulated, although he did not drive it. He decided to sell it when his new 1998 Convertible came in, so we bought it back. It has been in heated climate controlled storage and covered since 1984.

When we were told there were not many 1973 or 1974 cars at Joplin we decided to take the car for Flight judging. Thinking that Marvin Burnett would like a chance to see it and evaluate it against the new 1973-74 manual and that it might be time to let the car be seen. It scored 98% with no manuals, a service replacement battery and a small heater core leak. I waxed the car at Joplin, I believe it was the first time I ever waxed the car. Dad replaced the leaking heater core with a new one.

1974 Corvette Coupe VIN 1Z37J4S434823

A31	Power Windows
C60	Air Conditioning
J50	Power Brakes
L48	Base Engine
M40	Tubo Hydra-Matic Transmission
N37	Tilt & Telescopic Steering Column
N41	Power Steering
QRM	GR70-15 White Stripe Goodyear Custom Steelguard Radial Tires
U05	Dual Horns
U58	AM-FM Stereo Radio
922	Medium Blue Metallic
407	Silver Custom Interior with Leather Trim

*Note from Ray Sinar to
Gene Anderson*

In need of a new home, preferably in Elizabethtown, NC