

THE CORVETTER

Volume 72 Issue 9 - September 2020



Corvette Club of Texas

P. O. Box 36022 - Dallas TX, 75235-1022

www.corvettecluboftexas.org

Sponsored by **Friendly Chevrolet**

2754 N. Stemmons Fwy - Dallas TX, 75207

On the Cover:

45 different Hotwheel Corvettes. This is just some of the colors available over the years. No whites or blacks here for example...

Monthly Meeting

Held every third Saturday of the month, at 11:00 a.m. at Friendly Chevrolet, 2754 North Stemmons Freeway, Dallas. All members, visitors and Corvette owners are welcome. Following each CCT membership meeting, a CCT after club drive & eat social event is hosted by a CCT member.

Monthly Board Meeting

Held before the monthly Membership Meeting at 10:30 a.m. at Friendly Chevrolet. All members are invited to attend.

Our Friendly Rep!

Friendly Chevrolet's representative to the Corvette Club of Texas is the Friendly Internet Manager David Walker. When you need to replace your Corvette with a new Corvette, or when you are upgrading the family car for a new one, be sure and give Friendly a call at 214-920-1900 and ask for David or email dwalker@friendlychevy.com

Upcoming Events

Before attending any event listed in this calendar please double check with the organizers for any last minute changes. CCT is not responsible for the accuracy of any listing except for **CCT events**. For **NCCC events** check <http://www.corvettesnccc.org/>

Notice: I am not keeping up with non-CCT events until the COVID cancelations ease up.

2020

September Assume all events are cancelled. Double check before attending any event..

3 - 4 26th Anniversary Celebration @ National Corvette Museum

11 - 12 NCCC National Meetings in St. Louis

19 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

19 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

October

10 Brazos River Corvette in Granbury

17 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

17 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

22 - 24 NCRS Regional in Frisco

November

6 - 7 NCCC National Meetings in St. Louis

21 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

21 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

December

No regular meetings in December

TBA CCT Christmas Party

2021

January

16 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

16 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

February

20 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

20 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

March

20 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

20 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

April

17 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

17 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

May

15 **CCT Board Meeting at Friendly Chevrolet 10:30 AM**

15 **CCT Membership Meeting at Friendly Chevrolet 11:00 AM**

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From the Editor

By my count it has been seven months since the club has met in a formal meeting. A long time for the people in any group to be away from each other. At least some of us were able to gather at Willhoite's a couple of months ago but that is not the same as a real meeting.

Seems like some things are opening up now. Paulette and I have been going out to eat a little more often than we have in the past 5-6 months. And we actually went to one of our friend's birthday party on Lake Granbury and no one was wearing face masks!

I have had no word from the board or leadership about when we might resume meetings. So I have to assume there is nothing on the schedule for the near term. In the calendar I am not trying to keep up with events. I am leaving the meetings in each month but, unless told otherwise, all are cancelled.

For those that asked, my heart seems to be working OK and I am able to walk around my neighborhood and exercise with some light weights as well as I was able before the procedure a month or so ago. My Doctor said he found all the places that were blocked and fixed them all. At least I feel no more worrisome chest pain after walking for a half mile or more.

Joe Wagner

After Meeting Drive & Eat

Date	Host
January 18th, 2020	Debbie & Mike
February 15th	Mitch & Carol
March 21st	Bob & Paula
April 18th	Debbie & Mike
May 16th	Gilbert & Charly
June 20th	Open
July 18th	Open
August 15th	Open
September 19th	Open
October 17th	Open
November 21st	Open
December	No meeting in Dec.

CCT Event Coordinator

Month	Coordinator
January 2020	Open
February	Paulette - Quarterly Dinner
March	Debbie - Train trip
April	Open
May	Paulette - Quarterly Dinner
June	Debbie - Lunch at Willhoite's
July	Open
August	Open
September	Open
October	Open
November	Open
December	Christmas Party

Sign up with the CCT Activities Chair or any officer or email: jwagner@primethepump.com.



With the COVID this year sure is going by sloooow. I've gotten a lot of projects done since we have greatly limited our outings. Since all the NCCC events have been cancelled for the remainder of 2020 there is nothing to report. We hope that all our CCT members are staying healthy, wearing masks when in Public and maintaining social distancing. Avoid going up to your bank teller and demanding money! Several families in our neighborhood have caught the COVID and recovered without requiring hospitalization. One family has identified how they encountered the person that was infected. Fortunately, a lot of people have been able to work from home.

The next Southwest Region governor's meeting (and probably the last one for this year) will be

online again using Zoom at 3pm on September 19th. Here are some of the items that our SWR Regional Executive Nelda Mitchell identified that will be discussed:

1. Sanctioned event bids for 2021 should be submitted prior to the meeting including the awards banquet, first choice weekends, major weekends, and fundraisers.
2. Nominations for RCD and RMD for 2021/2022 will be accepted. Mike does not wish to run again, and Craig is seriously considering a national officer bid. These positions are extremely important to keep our competition and membership moving and we have some good candidates in the region to fill them. Time to speak up.
3. We need volunteers for appointed officer positions for 2021 (hopefully, Paul, Cathy, Doug, and Mary will raise their hands again. They have served the region well.)
4. Report from the Treasurer regarding fiscal status and the 2021 budget is needed for planning.
5. We need time for the Governors to discuss problems they have encountered this year and if we need to address any of those.
6. Do we need to have an October meeting, or can we gather what we need and distribute by email

The Texas Chapter Board in consultation with the NCRS Board of Directors has determined cancellation of the October 2020 Corvette Flight Judging event in Frisco is in the best interest of safety for the judging team and members who must travel great distances to attend the event. The Covid-19 outbreak has placed many NCRS members and those attending the Frisco event at risk and the Texas Chapter did not want to compromise their health for this event.

At least this is a good great time to be invested in the stock market if you have shares in the numerous growth stocks.

IRS Correspondence.

The IRS returned a tax return to a man in New Jersey after he apparently answered one of the questions incorrectly. In response to question 23: "Do you have anyone dependent on you?", the man wrote: "2.1 million illegal immigrants, 1.1 million crack-heads, 4.4 million unemployable scroungers, 80,000 criminals in over 85 prisons, plus 650 idiots in Washington, and the entire group that call themselves politicians".

On the returned form, someone at the IRS had attached a Post-it Note beside the question with an arrow and the words: "Your response to question 23 is unacceptable."

The man sent it back to the IRS with his response on the bottom of the Post It Note: "Who did I leave out?"

Peter Max's 36 Vintage Corvettes: The Full Story

Sam Smith

2/15/10 4:00PM (Ed: Note date, all references to dates in the story are 10 years old...)

In 1989, VH1 gave away 36 vintage Corvettes in a contest. One of each year, 1953 to 1989. The winner sold those cars to artist Peter Max, who let them rot in a Brooklyn parking garage for twenty years. The cars recently disappeared. This is their story.

Thanks to the smart work of Daniel McDermon over at the New York Times, we're finally piecing together a story that we had heard snippets of for years but never nailed down.

In 1988, VH1 was struggling for ratings. As part of a publicity stunt, the music video network spent a truckload of money on 36 vintage Corvettes. The cars were given away in a telephone sweepstakes the next year, and one winner walked off with the complete set.

The contest was the brainchild of freelance TV producer Jim Cahill. VH1 charged him with the task of raising the network's national profile and attracting the then-vibrant baby-boomer demographic. He came up with the idea — give away one car from every year of the Corvette's three-and-a-half-decade history — while sitting on the freeway in Los Angeles.

What followed was a buying spree of epic proportions. Over the course of several months in 1988, Cahill spent \$610,000 — roughly \$1.1 million when adjusted for inflation — of VH1's money on what must have seemed like the automotive purchasing orgy of a lifetime. According to a period article in Vette magazine, the 36 cars that he bought were "drivers," not "Bloomington cars." Fourteen were convertibles, and 25 of the 36 contained automatic transmissions. Cahill shepherded the cars from commercial shoot to commercial shoot, kept them fastidiously clean, and generally went to town with the whole mess. He also did what any of us would do — he drove one home each night for 36 nights. (He has since noted that, although some of the cars were healthy and drove well, many of them were nightmarishly bad.)

To facilitate the contest and help recoup some of the investment, VH1 set up a 900 number that charged two dollars per call. Prospective entrants called the number to register, and AT&T gave the network \$1.49 from every call. 190,000 people called in the first day, 1.3 million registered in total, and VH1 made its money back in less than two weeks. Amazingly, the contest was won by Dennis Amadeo, a carpenter from Long Island who entered only once. He flew to California and was given the five-pound bag of keys by ex-Beach Boy Mike Love in a ceremony in Culver City.

This is where it gets weird.

Enter Peter Max. Max, a Manhattan-dwelling American graphic artist responsible for a large part of the 1960s psychedelic design movement, was, and is not, a car guy. He gained fame for his "Cosmic '60s" style and use of vibrant color, and while he has painted everything from a Boeing 777 to Dale Earnhardt's NASCAR Monte Carlo, he isn't the type of celebrity to have a Leno-esque garage full of automotive weirdness.

Nevertheless, he bought the cars from Amadeo. As he tells it, he found out about the collection through a friend, fell asleep shortly after, and had a dream that included cheerleaders, the 36 'vettes, and a stadium full of people yelling "They're Peter Max's cars!" Naturally, when he woke up, he got out his wallet. (We make our spontaneous, million-dollar decisions based on REM sleep, too. Doesn't everybody?)

Max contacted Amadeo, made a deal — \$250,000 cash plus \$250,000 in artwork and a portion of the proceeds should the cars be sold again — and, despite a few reservations, had the Corvettes shipped to New York. Cahill facilitated the preparation and handover of all 36 cars, ensuring that they were both clean and drivable when they were put on the truck.

This is where it starts to get depressing: Because Max was then involved in a number of different projects (not the least of which was an IRS investigation), the Corvettes sat, were moved, and then sat again. They eventually ended up in the basement of a Brooklyn apartment building that had once been a New York Daily News printing plant. They sat there, gathering dust, for years.

It would not be an exaggeration to say that Max's cars were left to rot, nor that he essentially abandoned them. They remained largely hidden until May of 2005, when a New York magazine writer discovered them and wrote a column.





A member of the enthusiast forum Digital Corvettes read the column, got interested, and went to take a look. When he posted pictures, the Internet went nuts.

The people who lived in the 'vettes' apartment building soon complained, bitching and moaning because their valuable Big Apple parking spaces were being taken up by a celebrity's fiberglass junkyard. A handful of Digital Corvettes members, including site owner Patrick Gramm, went to New York to find the cars, take a quasi-legal look, and get some questions answered. (Big-block cars? Rare options? A '53?) Countless people wrote emails and forum posts, offering to maintain the cars for free just so they

wouldn't rot away. No one listened, Max remained mum, and nothing happened until a few weeks ago, when the cars disappeared.

That, too, prompted an uprising. The collection was so provocative that the New York Times ran a story and several blog posts on it, even going so far as to get David Burroughs, the CEO of Bloomington Gold, to issue a sight-unseen appraisal on the lot. (\$840,000, for the record.) A tenant in the apartment building in question tweeted about the cars' disappearance, expressing joy. A Times writer (the aforementioned McDermon) also lived in the building, and his curiosity prompted him to do extensive research, dig up Cahill, and talk to Max. The result was fairly predictable: The Corvettes were in a new, undisclosed location; Max still planned to do something with them but was waiting on financial backing; and Cahill was a bit sad.

And that, it seemed, was that. Or not.

HERE'S THE COOLEST PART: The Digital Corvettes community got its shit together and found the cars. Their new hiding place was discovered by a forum member. The following images appeared on DC two days ago:

...as did, predictably, a new round of outrage.

Max's plans? He wants to buy 14 more cars, bringing the collection to an even 50 examples and the 2003 model year. He also told the New York Times that he wants to paint the cars in a more respectful manner and auction them off. Cahill came out of the woodwork, signing up for a Digital Corvettes membership and spilling the beans on the collection's early days. (Random depression: Max's shippers didn't even want the car covers.) And we are, like everyone else, a little sad.

There is a lesson here, but we'll be damned if we know what it is. Regardless, one thing is for sure: No matter who you are, you shouldn't buy a passel of Corvettes if you're going to let them fester in a basement. And Max, if you're out there, listen up: When people offer to fix your cars for free, you listen. Do us a favor and stop hiding your fiberglass light under a bushel, huh?



UPDATE: We received the following from Jim Cahill after publishing this post. It contains a small correction (we had originally noted that he was not a Corvette enthusiast) and a description of how the 36-car giveaway came to be.

The only thing I could add is that I was a Corvette enthusiast when I conceived of the contest. In fact, I had wanted a 'vette all my life, I had just never gotten around to getting myself one. I stupidly bought a Cadillac Seville the first time I could walk into a showroom and buy a great car. After a couple of misguided purchases of Mercedes-Benzes and BMWs (trying to keep up with the SoCal Joneses), I just "forgot" I was a Chevy man and plum forgot to get myself a 'Vette.

But I never stopped loving [the car] and always wanted one...

When I got the VH1 assignment, I was sitting in traffic on the Ventura Freeway near Universal City on the 101-right by the Burbank split to the 134. Awful traffic...and slowly rolls by me a pristine pearl white '62 Corvette. Top down, perfect condition, blinding sun gleaming off the chrome. It was going by slowly enough that the entire idea came to me in what you describe as the "come to Zora" moment. As it passed next to me, I thought, "Damn, son — why haven't you gotten yourself that Corvette?"

I was on my way to Palm Springs at the time, and I started thinking to myself, OK, Jimmy boy, which one would you buy if you could get one?"

The answer was so simple...

ALL OF THEM! I WANT ALL OF THEM!...and thus was born the BIG concept-I WANT THEM ALL DAMMIT!

By the time I got to Palm Springs, I had the math done in my head. The next week, I was in New York with my client pitching the most exciting giveaway in TV history.

Thanks for listening!



Finally being restored and getting ready for auction