

My Corvette Story:

“The Corvette That’s Been Setting for Decades” By: John Luc

The Car’s History

Our friend had bought the Corvette in 1969, shortly after returning home from Vietnam. At the time, the car had no engine, so he had a local shop install a 327 from a 1968 Impala. Because of a combat injury that left him with a Purple Heart, he rarely drove it. The odometer showed just 27,131 miles, and most of those were driven by his wife.

The car had a big block stinger hood, but a small block 327 engine. I asked him if it originally had a big block. He said he didn’t know — when he got it, he just wanted it back on the road, and the 327 was simply what the shop had available at the time. Later discoveries would answer my question.

In the garage-first time uncovered after decades.



In the driveway-just pushed out of storage.



Bringing the Car Home

When I pushed the car out of his garage, I gave it a good look-over. I checked all the fluids, added fresh gas, dropped in a new battery, and to my surprise, the 327 fired right up. It sounded a little rough at first, but then smoothed out pretty well.

Originally, I had planned to come back the next day with a trailer to haul it home. But after hearing it run, I was so excited I couldn’t resist — I decided to drive it home right then and there. It made the trip under its own power for the first time in decades.

The car drove better than expected, though the suspension was loose and noisy, clearly in need of a full restoration — but making the trip home after being in storage for so long was a great success.

Discovery of the Build Sheet

After bringing the car home, I dropped the gas tank to see if the original build sheet had survived. To my amazement, it was still there — intact and in very good condition. That single piece of paper confirmed the Corvette had left the factory in January 1967, bound for Dutch Fork Chevrolet in Akron, Ohio.

The build sheet (Fig. 1 below) showed it was originally finished in Lynndale Blue with a Teal Blue interior, equipped with a 390hp 427 Turbo-Jet V8 engine, a four-speed transmission, Positraction 3.36 axle, an AM/FM push-button radio, tinted glass, and Akron tires.

Fig. 1 Original Buildsheet

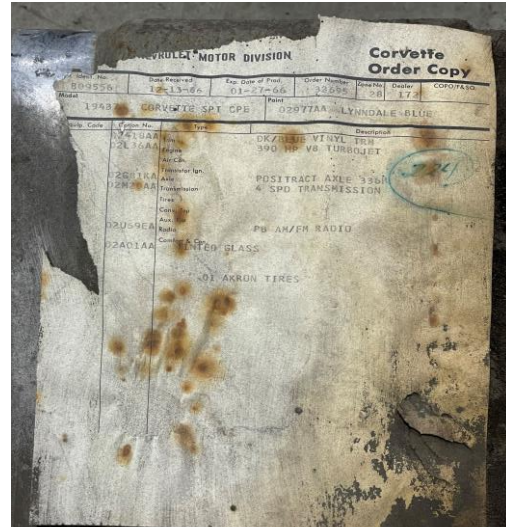


Fig. 2 Body off restoration



Restoration in Progress

To this day, my goal is to restore the car to the way it left the factory — a Lynndale Blue big block coupe. I started the restoration process in early 2023 by lifting the body off the frame. (Fig. 2 above right). I recently completed the restoration of the frame, suspension, and drivetrain, and replaced the worn-out 327 with a period-correct 427 engine.

For now, I decided to drop the body back on the restored frame “as-is” to shake it down and enjoy the car a little before tackling the body and paint. The journey of restoring the '67 back to original is far from finished, but just uncovering its past — and being the one to restore my dream car — has already been an awesome experience.

My Other Car

Outside of the Corvette, I also own a 1962 Chevrolet Biscayne with a 409 (Fig. 3 at right) and a four-speed. I drive it often, putting a couple thousand miles a year on it, cruising around and going to car shows. It gives me something to drive and enjoy while the Corvette is under restoration.

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