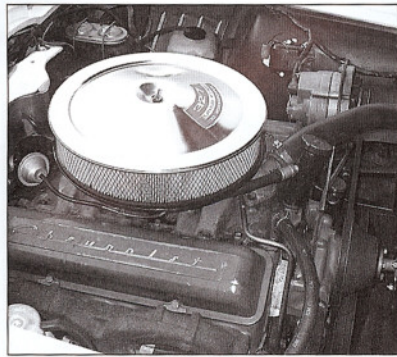
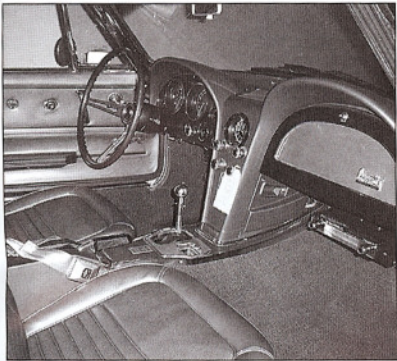


My Shriner Corvette



WHEN I WAS 17 YEARS old, I traded my 1957 4-door Chevrolet Belair plus \$1,500 cash for a 1963 Split Window. My mother signed a bank note with me at the local bank and my monthly payment was \$82. As I recall, I paid the Corvette off in fifteen or sixteen months. Since then, my wife and I have always owned Corvettes. We purchased the 1967 Shriner Corvette on February 21, 2004, from Bill Mock of Bartlesville, Oklahoma and it has become our favorite Corvette because of its unique history. Besides, it's never been restored and it is great condition for an original Corvette.

The story of the Shriner Corvettes started in 1956, when the Omaha Tangier Shrine Corvette Patrol was organized and the Chevrolet Corvette was chosen as the Official Car of the Patrol. The Corvette Patrol was recognized as the official escort and parade unit of the Tangier Shrine Temple of Omaha, Nebraska. There were eleven original Corvette Patrol members and the first Shriner Corvettes were special ordered through the Chevrolet Central Office Productions Options (COPO) system in 1957 through Tangier Shrine member Garwood Anderson (owner of the Anderson Chevrolet dealership in Wahoo, Nebraska). Every year for the next 25 years a fleet of the newest Corvettes

were ordered. For several years the Patrol members would board a train in Omaha bound for St. Louis to pick up their Corvettes at the Assembly Plant until plant delivery was discontinued. The Corvette Patrol membership varied from 10 to 20 members over the years and the Corvettes were always convertibles through 1975. The Shriner Corvettes were ordered as a single fleet of identical models with the same color exterior, interior, wheels and tires keeping the parade appearance in mind. The Patrol spent a lot of time practicing many precision maneuvers and formations, designed to demonstrate safe driving techniques. They also performed close order drills, nose-to-tail and fender-to-fender, with no more than six inches separating the Corvettes. The Patrol participated in parades and Shriner events throughout the east and mid west to raise funds for the operation of Shriners Hospitals for Children.

In August of 1967 the Corvette Patrol members ordered their fleet of 1968 Shriner Corvettes. The 1967 Corvettes were sold. My '67 Shriner Corvette came to Oklahoma and remained there until I purchased the car. Bill Mock originally purchased the car on April 11, 1975, with approximately 36,000 actual miles.

This photo was taken at the St. Louis Plant on November 11, 1966. Shriener members enjoyed St. Louis Plant delivery for several years. For years the Shriener members would not know what they were getting until they arrived in St. Louis. That changed after special order of the 1962 Shriener Corvettes, when Quay Fitch, Shriener Patrol Director ordered the Cadillac "purple" with red interior (!). After that, Patrol members voted on the color combination. It appears that plant delivery vehicles did not come with a window sticker based on the number of pictures I have examined of Shriener Corvettes being picked up at the St. Louis plant (including this picture).



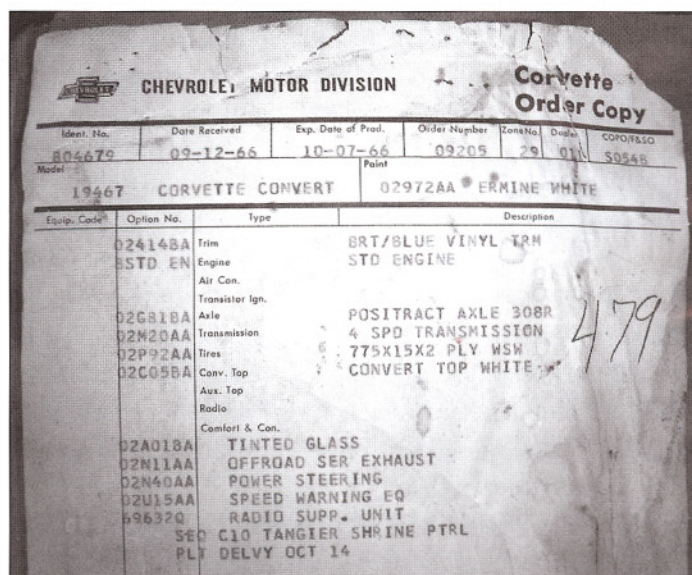
The Vehicle

Inspection Certificates indicate that the car had 36,073 miles on October 26, 1974, and 36,941 miles on October 23, 1975. During the period Bill owned the car, it was part of the 1992 Special Collection, Celebration 67 at Bloomington Gold; it was also featured in the October 1992 issue of Vette Vues Magazine, and was the cover story in Volume Twenty, Number One issue of The Corvette Restorer Magazine.

My Corvette had 40,304 original miles when I purchased it and had not been driven since 1993. As a result, it didn't run when I purchased it in early 2004. My son, Duane, and I trailered the car home to Alabama. Over the next several weeks I installed a new gas tank and had the heads rebuilt to get the car running. I was anxious to see the original tank sticker. Fortunately it was in great shape. The tank sticker displayed all the critical information with the COPO number and indicated this car was a "Tangier Shrine Ptrl (Patrol)" Corvette scheduled for "PLT DELVY (Plant Delivery) Oct 14". With a lot of help from my son, we got the Shriener Corvette ready for its first road trip since 1993 and we drove the Vette to the Lowe's Speedway Regional, in Charlotte, NC. The next trip, via trailer, was to the Bloomington Gold event, in St. Charles, IL for Survivor judging on June 26, 2004. We were awarded the "Survivor Award" and passed all four judging categories along with the road test. At the 2005 Southeast Chapter NCRS Regional in Bowling Green, we ran into a little bad luck when a hail storm damaged the original top and windshield. Despite these problems, the Shriener Corvette was signed off as eligible to be judged in three of the four categories for Bowtie Judging at the Queen City Regional in Cincinnati, OH (2005). The engine has been

painted in the past; therefore, this area did not qualify for Bowtie Judging. I decided not to pursue the Bowtie, since I did not have a chance at all four categories, however I plan to take the Shriener Corvette to a future National event for flight judging. This Corvette has always received a Top Flight award and the best score to date, without driving points, has been 95.8%.

The Shriener Corvette currently has 42,808 original miles with the original paint (Ermine White Code 972), original interior (Bright Blue Vinyl Code 414), original 327-300 HP engine, 4-speed transmission, 3:08 positraction rear axle, power steering, speed warning indicator, tinted glass, factory radio suppression unit with dealer installed AM-FM radio and antenna. The "factory radio suppression unit"



The tank sticker photo displays all the critical information to document this Corvette as a COPO Shriener Corvette. Note the "Radio Supp. Unit".

option on the tank sticker is the most unusual option listed. Most NCRS members have never seen this listed as an option. This Shriner Corvette was equipped for a radio including the engine shielding but the radio and antenna were not installed at the St. Louis Plant. Original owner, Mr. Andrews let the dealership install the radio and antenna. I confirmed this with Mr. G. L. Anderson, who is the son of Garwood Anderson of Anderson Chevrolet in Wahoo, Nebraska. Mr. Anderson indicated that several of the Shrine members order their Corvettes with this option because they preferred to have their own radio/CB's installed by the dealership.

I have the following documentation and paperwork for the Shriner Corvette: Order Information Letter from Anderson Auto Company, Inc., dated September 10, 1966; New Vehicle Delivery Inspection and Adjustment Report dated October 29, 1966, and signed by Rex Graves; Tank Sticker; Owner Protect-o-Plate and Owner's Manual. I also have every original tag registration receipt since 1968, and the Oklahoma Vehicle Inspection Certificates from June 27, 1969 to August 3, 1993. The car was built on Thursday, October 27, 1966, and inspected at the St. Louis plant on Saturday, October 29, 1966, for customer plant delivery on Friday, November 11, 1966, to Shrine member Lamont F. (Bud) Andrews, who along with other Corvette Patrol members traveled to St. Louis to pick up their new 1967 Corvettes.

According to an article published in *The Corvette Restorer*, Volume Ten, Number Two, there were three NCRS members



This is a photo of "Original" Bright Blue Vinyl Interior of the 1967 Shriner Corvette. Note the eight-track tape under the glove box. This unit was installed in 1968 and still works with the speakers installed in the jack compartment board. The original interior is in excellent condition and it has been used as a model for judging 1967 interiors. The second photo is (obviously) an engine shot from the same car.

that owned Shriner Corvettes. If there are any other NCRS members that own a Shriner Corvette, please send me information about your car. I am starting a registry of the remaining Shriner Corvettes. There were approximately 300 built from 1957 to 1981. This is a part of Corvette history that I want to help preserve. Please send the information to: Wayne East, 71 Alpine View, Gadsden, AL 35901 or e-mail me at weast@mindspring.com.

List of 1967 Shriner Corvette VIN numbers and Original Owners. Current 67 Owners—check your VIN number, you may own one of the 13 Shriner Corvettes. ♦♦

VIN numbers:	Original Owner Name	Current Owner Name
194677S102196	Harold Steinbauer	
194677S102261	John O'Laughlin	
194677S102294	Dave Hayden	
194677S102308	Tom Ludi	
194677S102343	Jack Huntley	
194677S102390	Garwood Anderson	
194677S102426	Jim Carpenter	
194677S102427	Jack Jorgensen	
194677S102429	Jerome Given	
194677S102440	Lee Bronson	
194677S102482	Bud Andrews	Wayne & Sandra East
194677S102486	Edward Palmer	
194677S102525	Quay Fitch	

Credits: This history was taken from Articles published in *Corvette News*, August/September 1980; *The Corvette Restorer Magazine* Fall of 1983 and Summer of 1993 and the publication, *Birthplace of Legends, The Story of Corvette Production at the St. Louis Assembly Plant 1953-1981*. G.L. Anderson, son of Garwood Anderson, provided information for the article.

