

1982 Corvette – This is the “barn find” we've all heard about. This car belonged to my mother who purchased it from the original owner in 1986. There is substantial documentation to verify the car's history. It was purchased new from Fred Broeg Chevrolet in St. Louis, MO. Some of the original documentation includes the Build Sheet, Owners' Manual and Window Sticker.

I inherited the car in 2010 and retrieved it from the “barn” in Wentzville, MO. Photos are posted on the web site [www.dennismfisher.com](http://www.dennismfisher.com). My mother drove the car from the time she purchased it in 1986 to some time in 1992 or 1993 when it quit running. Due to problems with her business, she was unable to devote the resources to diagnose and repair it, so it was parked in her garage and later moved to the “barn”. You will note the license plates on the “barn” photos are from Missouri and registered for the year 1993.

The car sat until I retrieved it and brought it to Dayton, Ohio. As soon as their schedule permitted, the car was moved to the Corvette and NCRS experts at Restoration Station in Springboro, Ohio. They assessed the condition of the car and we set about bringing the car back to life.

It didn't take long to discover the reason it quit running. The rubber fuel pump hose in the fuel tank connecting the fuel pump to the fuel line had disintegrated, resulting in no fuel being delivered to the engine. A thorough cleaning of the tank and fuel system, new fuel pump and hose resolved the fuel delivery problem.

Restoration Station recommended new shocks, calipers, master cylinder, flushing all fluids and other items before attempting to fire. Other minor repairs were completed. Within a few weeks the car was ready to fire. Two videos documenting the first firing of the car in 17 years are posted under the “Video” tab of [www.dennismfisher.com](http://www.dennismfisher.com). Before attempting to start, Restoration Station implemented a “pre-oiling” system and process to spin the engine without the spark plugs to build oil pressure, circulate oil and listen for unusual noises coming from the engine. The process worked as expected and no additional issues were discovered. The starter was cranked 10-15 seconds on the first attempt. Then a second attempt, and as the key was released, the engine tried to fire. Third attempt – the engine fired and sounded magnificent – even though it was running on one of two throttle body injectors. You will note in the video the technician is spraying carb cleaner in the throttle body on the driver's side. They cleaned the injector the next day and it ran fine.

This car has 35,000 original miles and is UNMOLESTED. It was judged in the NCRS Miami Valley meet in the summer of 2011 and was awarded Top Flight its first time being judged. There are many “easy” points to pick up for Regional or National judging for things like an AC oil filter and battery, cleaning, etc. The judging sheets are posted on the web for your review.

This car runs great and is an incredibly original C3. One of the most unique aspects of this car is the stereo – you may notice it's an 8 track, the last year GM offered it as an option. And it works!

Everything in this car operates (as verified by the grueling NCRS judging process), however the AC has not been tested due to a lack of refrigerant. Power seats, windows, mirrors, cruise control, rear window defroster, ventilation system are all operational. This car runs and sounds great, and is a joy to drive. To my knowledge, it has no damage history, and is supported by the opinion of Restoration

Station.

A complete record of all maintenance since I brought the car back is included. Many maintenance records from the time my mother owned it are included.

Along with the car comes a few spares, a bra (I've never used it), a car cover, Service Manual, Assembly Manual and NCRS Judging books.

Please contact me if you have any additional questions.