



The Marlborough Maroon Corvette, with a Jet Black hood stinger, is equipped with the 390 horsepower Turbo-Jet 427 cubic inch V8, along with a four-speed manual transmission

Prize discovery defies belief

Winnipegger has exact same name of car's original owner

THE introduction of the 1963 Corvette Sting Ray was a real shaker in the automotive world.

Equipped with four-wheel independent suspension and four-wheel disc brakes, it was equal or ahead of everything else in the sports car world. Couple that with new and improved V8 engines and optional fuel injection, all wrapped in a futuristic fibreglass body, and the Corvette was now a game-changer. Available in either a new split-window coupe or open convertible, it was a hit with sports car buyers.



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For 1964, styling was cleaned up a bit and the split-window coupe was gone, replaced with a wrap-around design. It left the '63 model as a stand-alone. 1965 saw the introduction of a few additional refinements and functional side louvers. In 1966, another round of style changes included a new grille and the introduction of the new Mark IV big-block V8. Handling with the added weight of the larger engine wasn't as crisp, but the straight-line performance took a definite leap, bringing the Corvette solidly into the sports/muscle car category.

For Winnipegger Wayne Penner, the Corvette has been a lifelong pursuit. After purchasing a 1958 Corvette survivor car, Penner started looking for what many have called the holy grail of Corvettes, a 1967 model. It was a search that would take him years, as he had a specific car in mind.

"It had to be a big-block, it had to have side pipes," says Penner.

His eureka moment came in the form of an online search in 2006 when he found a Marlborough Maroon car, with a Jet Black hood stinger, in Atlanta, Ga. Equipped with the 390 horsepower Turbo-Jet 427 cubic



inch V8, along with a four-speed manual transmission, it was just what he was looking for. An NCRS (National Corvette Restorers Society) top flight car, it was a numbers matching and documented original.

"I arranged for an NCRS judge to verify the car over before purchasing it," said Penner.

After verifying the car, it was shipped from Pembina, N.D. and then trailered to Winnipeg. Back at home, Penner began pouring over the documentation that accompanied the car. The Protect-O-Plate is a coveted card bearing a metal-stamped plate that served as the warranty card for the car. Penner noticed it bore the name David Wayne Penner.

"My name is David Wayne Penner, and I thought the seller must have had a plate remanufactured with my name on it, but after closer inspection I found the original owner's name was also David Wayne Penner from Dayton, Ohio."

The odds of such a coincidence have to be more than a million to one, and Penner and his wife, Ruthe, took it as a meant-to-be moment.

The Corvette is equipped with a black interior, AM/FM radio with rear antenna, side exhaust, power steering, heavy-duty brakes and posi-traction rear axle, and it's capable of going as good as it looks.

One of 8,504 coupes produced in 1967, it is considered by most to be the best looking of the early Sting Ray Corvettes and very popular among collectors and enthusiasts.

For Penner, the '67 is the find of all finds and a completion of a dream he has held for many years.



Wayne Penner's 1967 Corvette comes with a black interior, an AM/FM radio, side exhaust, power steering, heavy-duty brakes and posi-traction rear axle.

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