

Remembering the Life of Bob Wilcox

To The Wonderful Members of the Maryland Chevelle Club...

I cannot express how sincerely grateful I am for all of your support after Bob Wilcox's unexpected and untimely passing. Your support has taken many forms: the flowers/cards/calls/emails from so many, the number of Chevelle enthusiasts during visitation, the long line of Chevelles carrying Bob to his final resting place (plus the burnouts in his honor), the arranging for and payment of the reception after the funeral, the financial support for me personally, the protection of Bob's belongings from predators, the completing work on customers' cars, and all the advice about taking care of myself and taking one day at a time. You all have shown just how much Bob meant. I have to pause here and let the tears flow.

Everyone has offered their help and I have been willing to ask for specific help while trying to spread my requests among many people so that no one feels overburdened by my needs for assistance. There is still much to do to settle Bob's estate, including taking an inventory of everything titled in his name. His sons want to keep his '68 and his '69, although they did not realize that his '69 is in pieces at several locations. I am heartened when one of Bob's customers tells me, "One of the MCC guys says nothing is leaving Bob's garage that belongs to Bob. That place is sewn up tight!" I love the protection and the respect that you all have shown for Bob and for me. I appreciate people stepping up and becoming buffers between potential buyers of Bob's parts/cars/trucks/stuff and me. I trust specific MCC members to know what Bob had and what it is worth, since I really have little knowledge in this area. I don't have the words to express how deeply I am touched by everyone's concern for making sure that I am not taken advantage of. The Maryland Chevelle Club is a very large and generous family indeed.

Thank you. Thank you all from the bottom of my heart.

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sought out a variety of topics to include and scoured the dealership service bays for updates on mechanical repairs that would be of interest to our members. He produced the one and only color hard copy newsletter following the 1996 show, which cost the club \$5.00/copy because the cost of color copying was so expensive back then AND there was no two-sided copying at that time either.



I am sure you all are aware of how much Bob loved the Maryland Chevelle Club, he was one of the founding members and stayed active in the club from day one. During his presidency, he was proud to bring the club into the Internet Age, making us the first US club on the web, two weeks behind the British Columbia Chevelle Club. (Donnie Gates used his skills to develop our site and has always been our Webmaster.) Bob was determined to raise the quality of our newsletter to the best he could make it. He and I spent about 40 hours on every issue and Bob was fanatical about spelling and punctuation. He would reprint a whole page when a comma was missing, instead of simply penning it in. He also insisted that addresses have as few abbreviations as possible. So if you ever noticed, your mailing labels spelled out Street, Court, Drive, Road, and if there were room on the label--Boulevard. He

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He carefully arranged photographs on two letter size sheets laid side by side and copied them onto 11x17 sheets and then glued blank sides of the 11x17 singles to create the book format of the MCCNews. Fortunately, we had a good turnout that year and the club had the money in the treasury to cover the costs. He had the Maryland Chevelle Club challenge the Royal GTOs in softball and MCC usually won.

Bob got involved with drag racing when he was 14 and worked on the pit crew of a local Dodge racing team. He immediately loved the speed and the sense of controlling power, so he began researching how to get the most horsepower possible out of his 1956 Chevy Belair convertible. That car certainly made him popular with the girls in high school, while challenging guys with other hot rods in street races. In college, Bob joined a fraternity where everyone had a title. Bob was "High Tires" and he wrenches on every frat brother's car. Bob replaced his high school ride with various muscle cars, and could not wait for GM to produce a straight from the factory high horsepower thrill. Naturally, Bob was an original owner of a 1970 Chevelle SS with the LS-6 option. He had ordered the car with all the racing options he could get from the factory yet keep it looking stock and when he picked it up from the dealership, he immediately drove it home, changed the water pump and went racing. [That particular car burned up on the track at Colonial Beach, VA, he lost the whole car because the track did not have any fire suppressant equipment on site that night.] He then acquired the 1969 Chevelle SS and tubbed it out to make it strictly a racecar. He used it as his show car, too and trailered it to various shows, even winning the DC World of Wheels Best in Show (before I met him).

Now to give a little history and the back story on "BOBS 68". Bob served as the mechanic to the original owner for the 68 from the time it was new until 1972 when he acquired it from the original owner. During the time Bob served as the mechanic, he repeatedly mentioned to the original owner that should he ever decide to get rid of it, to give him first dibs. That time came in 1972 when the 68 had suffered an electrical short and subsequent fire under the dashboard. From that time on, the 68 was used as a daily driver and tow vehicle for Bob's '69 SS race car/show car going to NCOA conventions and drag racing events through the 80's and early 90's. After being hounded by several NCOA members about the 68's dilapidated appearance in the mid 80's, Bob was convinced to repaint the car in Spectra Red to match the race car.

The poster for the Northern Ohio Chevelles 1964-1968 Chevelle Show features a pink Chevrolet Chevelle SS driving across a background of a stylized American flag with fireworks and stars. The text "Northern Ohio CHEVELLES 1964-1968 CHEVELLES" is in a circular emblem at the top left, and "Northern Regional Chevelle Show" is written in a large, stylized font across the center. Logos for ACES Chevelleabration and the Woodward Ave Dream Cruise are visible on the right side.

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The 68 received its last reconstruction in 1993 after being totaled for the 4th time. That's right, the 68 had been totaled 3 previous times and brought back to life each time. From that time on, the 68 served as Bob's show car and occasional drag racer, while still being DRIVEN to each event he attended from NCOA conventions, ACES Chevelleabration, various ACES regional events all over the eastern United States, the Woodward Ave Dream Cruise in Detroit, and the Hot Rod Power Tour for several years in a row. Bob also always made sure that anyone he talked to about the 68 knew that he was the 2nd, 4th, and 6th owner, sometimes he would even say he would be the FINAL owner keeping it safe through his 3 divorces.

There is a delicate balance between race car and street car, Bob nailed it. He was, without a doubt, the definition of a Hot Rodder.