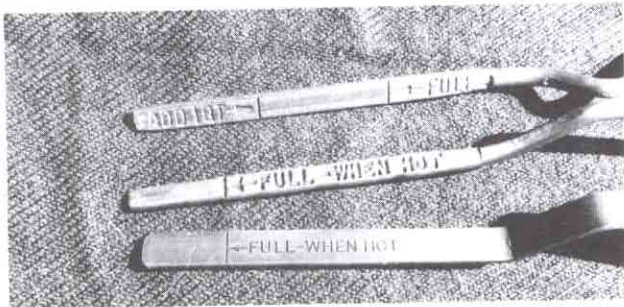
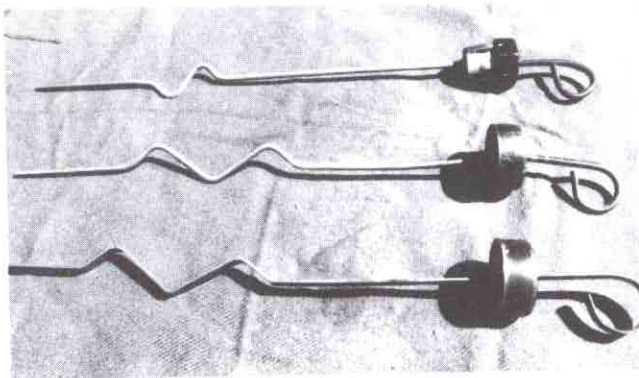


PARTS FOR SALE?

WANTED: LIGHTS: Metal headlight assy, park light assy, tail light assy. BODY: Hood with hinges, male latch assy & support arm, oval & grill with attaching hardware, side chrome, bumpers (I have a rear), headlight bezels. HARDWARE: Steering column & wheel, both striker plates. WINDSHIELD: Complete wiper system, windshield with upper and lower chrome & rubber (I have side posts). INTERIOR: Seats ('54 are OK), door panels, kick panels, carpet, brow for dash (complete), top of door chrome, radio speaker grill. TOP: I have nothing.



TOP: '53-'55? MIDDLE: '56-'61?
BOTTOM: '55 up car?



'55 DISTRIBUTOR

Fig. 1. Right side, shows first design. Notice area where distributor clamp would hold housing. This dist. is 1110847, date 4L19. It would seem reasonable that you should find it in early '55 Corvettes that used the first design carburetor (bell crank type) linkage.

Left side shows second design. Notice area where distributor clamp would now hold the housing. This dist. is also 1110847, date is 5B9. Again, it would seem reasonable that this dist. came on line at the same time the second design carburetor did. ATTENTION: Corvette or car would be the same situation.

1953 - 1962 Corvette Owners - Read This

If you haven't had trouble with your door trim panels, you will. These panels are held to the door by self-tapping screws, which screw into the fiberglass door itself. Self-tapping screws hold very well when screwed into sheet metal, but they are not satisfactory when used with fiberglass. Fiberglass does not provide a good, tight thread. It cracks and splinters after the screws have been removed and re-installed one or two times. This means that after you have removed your door panels, you probably won't be able to put them back on and have them hold properly.

We have developed a simple threaded insert which uses your original screws and will provide you with a permanent repair. You will be able to remove and replace your door panels as often as you need, without the problem of the screws stripping out the holes. They will not squeak, rattle or rust. They are easy to install, and they come with complete directions. No special tools are needed, and it takes only about thirty minutes per door to install.

We call it the "CINCH FAST" kit. It sells for \$19.95 including postage and handling. (California residents add 6.5% sales tax). It will repair two doors, and will retain the original appearance of the door. Send \$19.95 (check, money order accepted, Visa and Master Card by phone), state the year of your Corvette and mail to: RAIN TREE, P.O. Box 1080S, Soquel, CA 95073. Phone (408) 475-4442. No C.O.D. orders. All kits are mailed the same day the order is received.

