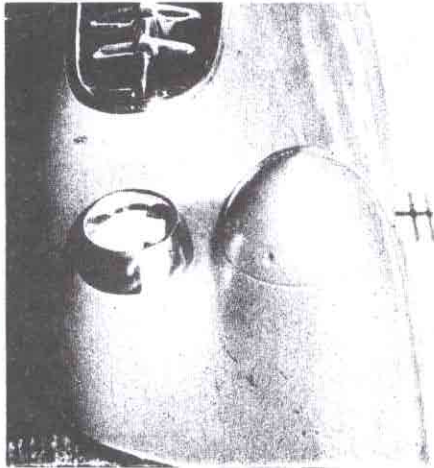
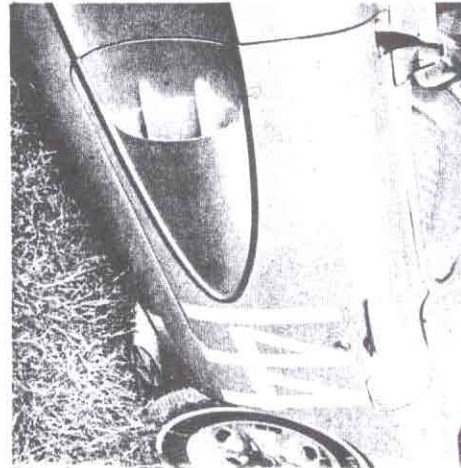


Plastic covering for headlights add much to the streamlining of the Corvette; they are removed for street use. Parking lights are special units that are taped for racing



Functional air scoop was built into the door panels and serves to direct cooling air to the brakes. Teeth lead into scoop. Concave fender section was built of aluminum sheet.



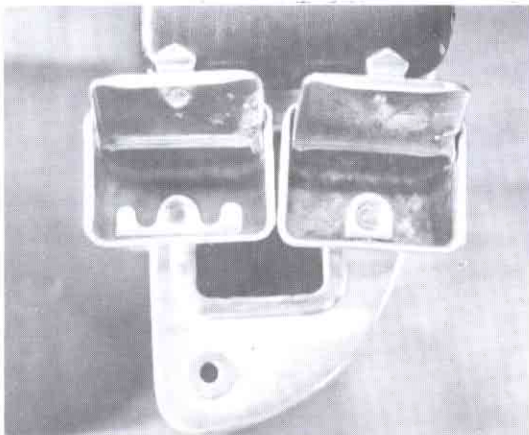
Tail section has pointed fin molded to the deck. Tailights were the first of the units which later became stock items, Magnesium racing wheels are used on Earl's Corvette.

Ash Trays

By Tony Catalano

Thinking about detailing your car? You never know when or where you may run into that correct part. I was in Merv's Barber Shop the other day and happened to look down at the arm rests of the barber chair. I was surprised to see at the end of each arm what looked like, correct ash trays for my '59 Vette. I popped one open looking for the correct single snuffer and there it was. In comparison, the repro ash tray from my

car has the two cigarette holders, that are incorrect. Both my ash tray and the barber chair's ash trays were identical in every way with the exception of the snuffers. In addition, all three ash trays had the same manufacturers markings on them, obviously made by the same company. '56-'60 early ash trays have single internal snuffer. Late '60-'62 ash trays have multiple internal snuffer.



BARBER CHAIR ASH TRAY WITH CORRECT SNUFFER IS ON THE RIGHT

