

COMMENT

BY TONY CATALANO

I would like to make further comment on the "President's Page." See Volume 3, Number 1 of Straight Talk. Nolan Adams was pointing out that people from around the world were investing in early U.S. cars, including the Corvette. He said that as the age of a car becomes greater the duties and taxes for importing cars into foreign countries are lowered or dropped. While being located here on the Pacific Rim I have been seeing this happen. As a case in point I mention a British Columbia S.A.C.E. member, Daral Lecterman and his car. Daral's car was a very thoroughly restored 1959 230 H.P. car. Last year Daral sold his car to a Japanese interest for \$45,000. The buyer never saw the car. It was purchased through an agent and flown back to Japan in a air cargo container.



Although Daral's car is one of the nicer detailed restorations, the selling price, at the time anyway, seemed high for a low optioned car. But what seems high today many times looks like a bargain tomorrow.

This past spring another local car from my area, a 1957, said si-an-ar-a and also went to Japan. It is bewildering to see these cars leave, probably forever. The cars have become so valuable they have joined the ranks of coin collecting and art work. For some it's getting scary; it's like taking your rembrandt out for a drive. This, of course, in one way is unfortunate; some of the driving enjoyment is compromised by the added responsibility. It does appear to be a continuing trend. Remember to wave.

—Tony



WIPERS TRICO RAINBOW



While my family and I attended the Washington regional meet in Port Ludlow, in 90, we decided to go to Port Townsend and do some shopping at antique stores. And I found a antique auto store which nowadays seems to be more of, in little towns. You can find treasures in these places if you look long and hard. I came across Trico blade assembly and refills for \$4.00 a piece. Fig. 1, that were made originally in Buffalo, New York. The filler came with the rubber tip at one end, and a lose rubber tip in a bag to add on after you installed the filler in the blade #RB10-11. The blade is #RB-11 and the box says (minimum arm pressure is 7 oz.). They call the rubber tip a (patented skid post). Neat stuff I think.

DOOR LOCK STRIKER

The door lock striker is secured to the body pillar with three screws. Serrations on the back surface of the striker plate and the upper and lower striker adjusting plates "A", which are inserted between the striker and pillar, help secure the striker in position (fig. 32).

The teeth at the lower end of the striker engage with the door lock rotary bolt. As the door closes, the teeth on the striker indicated at "B" causes the lock bolt to rotate until it becomes firmly engaged and the door is completely closed. The sliding shoe "C", at the upper end of the striker opening, prevents excessive up and down movement of the lock bolt within the striker when the door is closed.

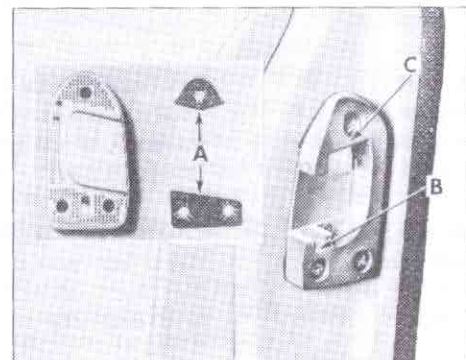


Fig. 32—Door Lock Striker